CITY OF MADRAS

OFFICIAL HANDBOOK

1939

Corporation of Madras
1939

The problems confronting Madras are huge and stupendous and its requirements under all heads are great, and yet Madras is fine. Madras is attractive, Madras is hospitable, and may I venture to assert, Madras is *beautiful.*

An attempt has been made to present the prominent features of Madras in a condensed form in this book, and I am sure the casual visitor will feel considerable pleasure in going through its pages which are aptly interspersed with illustrations.

I must in this connection acknowledge my thanks to my Secretary Sri. R. Sasta Aiyar for the attention and care he bestowed on getting up this book in its present attractive form.

R. Subbayya

15-12-1939. Commissioner.

Srı K VENKATASWAMI NAIDU,
B A B L M L C
(Mayor of Madras 1938-39)

K VENKATASWAMI NAIDU
MAYOR OF MADRAS

Ripon Buildings
Madras
6th November

The first edition of this Handbook was very popular within a short time of its publication, it was sold out. This new edition is brought with additional information on very many matters concerning our city and I am sure that this edition will be found even more interesting than the first. This useful guide must find a place in every home and every visitor for Madras must secure a copy.

K Venkataswami Naidu

Sri S SATYAMURTI,
B A B L M L A (Central)
(Mayor of Madras)

S SATYAMURTI

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Foreword

Madras is destined to become 'the city beautiful'. We, who are the citizens of Madras can help to reach this ideal, provided we are genuinely proud of Madras, and do our best to help the Corporation executive and the Corporation Council to realise this ideal. Prompt payment of taxes, cordial co-operation with the executive in keeping the city clean and beautiful, and an alert civic conscience will help us to realise this ideal. The object of this handbook is to stir the civic pride and civic conscience of the citizens of Madras.

S. Satyamurti
Mayor of Madras.

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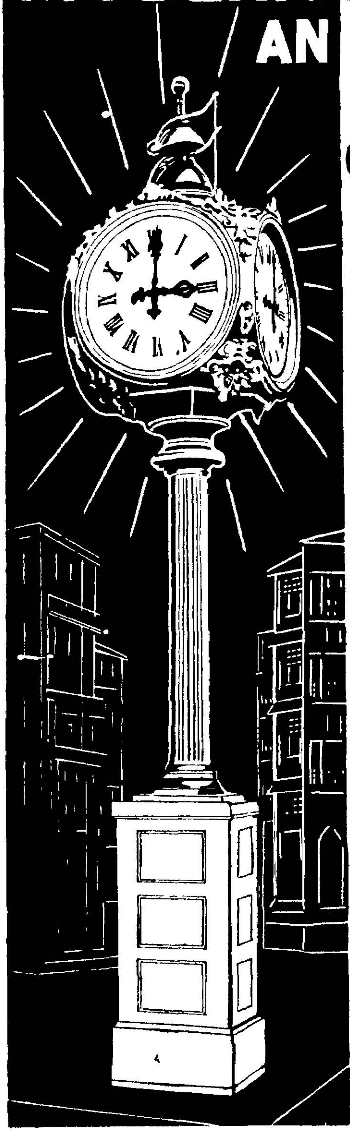

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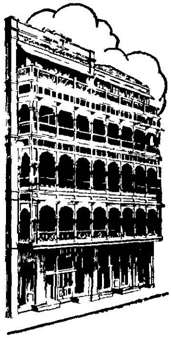

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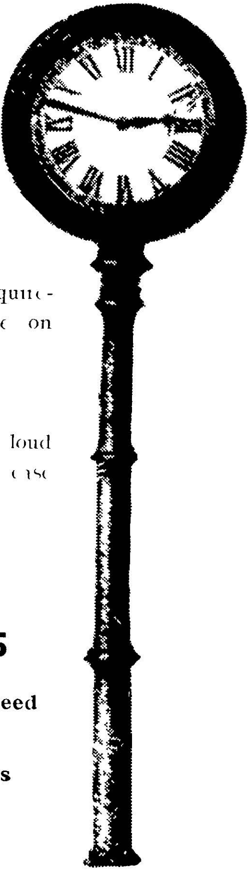

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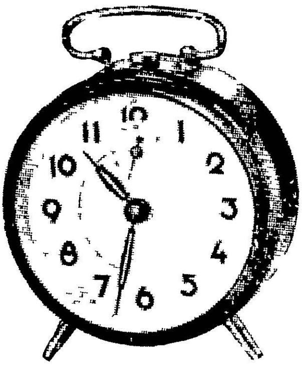

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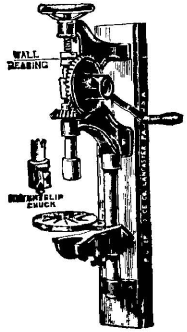

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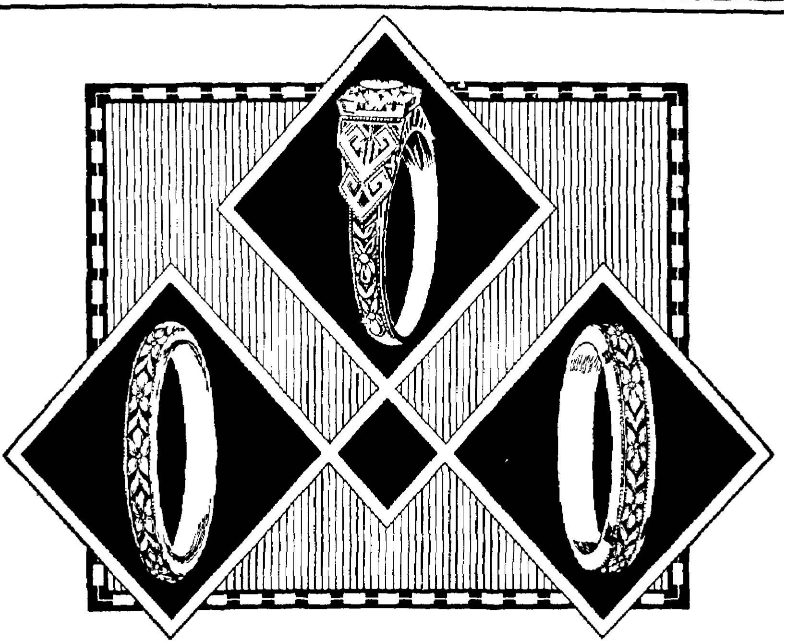

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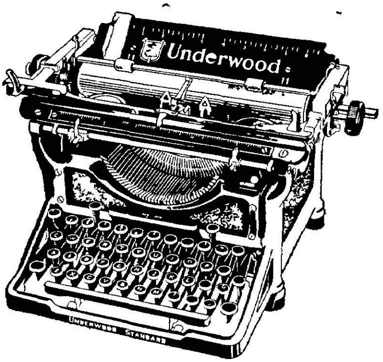

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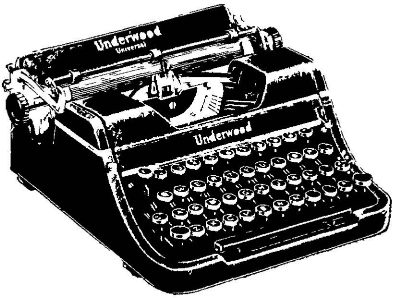

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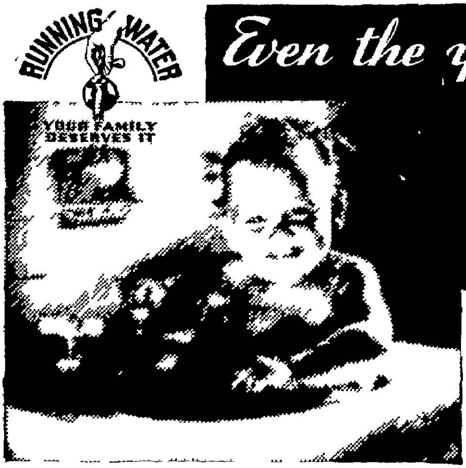

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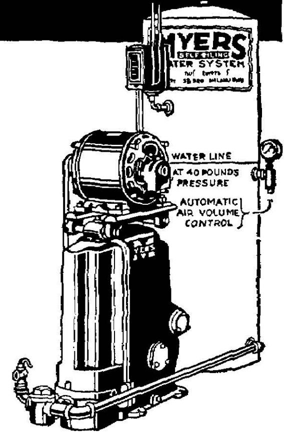

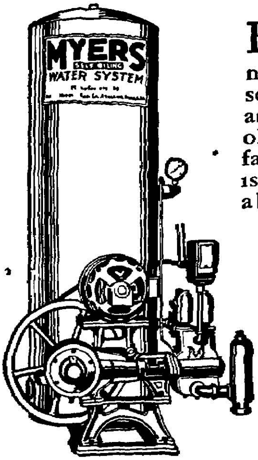

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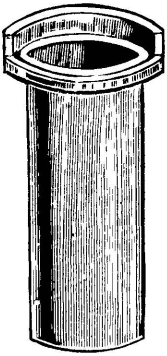

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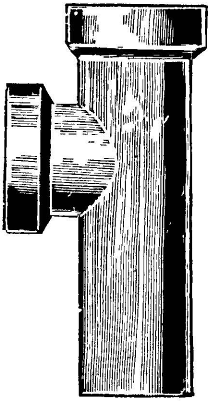

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CITY OF MADRAS

OFFICIAL HANDBOOK

1939

Section I

History and Civic Administration

1 HISTORY OF MADRAS

2 EVOLUTION OF CIVIC ADMINISTRATION

3 HOW THE CITY COUNCIL WORKS

4 DESCRIPTION OF THE CITY

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History of Madras

The Beginnings of Madras—The beginnings of the City of Madras go back to the earliest stages of English commercial enterprise in India The English East India Company was started in 1600 Twelve years later a Trading House or Factory was built at Surat on the West Coast under the protection of the Mughal Governor of Gujarat On the Coromandel Coast the English first attempted a landing at Pulicat The place is about 25 miles north of Madras and its great backwater, the Pulicat Lake, afforded a safe shelter for the shipping of those days But the Dutch, who were then the bitter rivals of the English, had already been settled at that place and had the ear of the local Nayak Hence the English found it impossible to ply their trade advantageously at that place They then attempted to settle at Peddapalli or Nizampatam, which was at the mouth of a small channel of the Krishna Delta But the climate of the place was deadly to the English merchants and this settlement had also to be abandoned after a few years of hopeless struggle

Masulipatam was the chief port of the Muhammadan kingdom of Golconda It was well protected from the monsoon winds and was the chief market for diamonds and rubies for which South India was then famous, as well as for the valuable chintz and painted cloths which are even now produced in large quantities in its neighbourhood The English, after some effort, secured the privilege of building a factory at this port But the exactions of the Mussalman Governor of the place and the malignity of the Dutch rivals who were strongly entrenched here also were too much for them and they abandoned their factory and crept away in a small boat to Durgarazpatnam (otherwise known as Armagaon) situated about 35 miles to the north of Pulicat This place was a miserable port and was too poor to supply the calico cloth which the English wanted for export to Europe But it was the only safe shelter for the English at the time and here they built a small fort and mounted a few pieces of cannon upon it But trade did not thrive and the miserable English traders planned to go back to Masulipatam under the protection of a *Golden Firman* which the Sultan of Golconda was kind enough to give them But Masulipatam was in the throes of a famine just then and in spite of loyal assurance of protection, English trade did not thrive at that place

The English pitch upon the Site of Madras—With Masulipatam unprosperous and Armagaon hopeless, the English traders anxiously looked out for a new site that would be more propitious for them Mr Francis Day, the future founder of Madras,

who was then a Member of the Masulipatam Council and the Chief of the Armagaon Factory, made a voyage of exploration in 1637 down the coast as far as Pondicherry with a view to choose a site for a new settlement At that time the Coromandel Coast was nominally under the Rajah of Chandragiri who was a descendant of the famous Rayas of Vijayanagar Under the Rajah, local chiefs known as Nayaks, ruled over the different districts One of these Nayaks had given permission to the Dutch to build a strong fort at Pulicat where they had grown to be powerful enough to deal on equal terms with the Nayaks of the neighbourhood

Damarla Venkatapathy Nayak ruled all the coast country from Pulicat to the Portuguese settlement of San Thome now included within the City of Madras He had his head-quarters at Wandiwash and his brother Ayyappa Nayak resided at Poonamallee a few miles to the west of Madras, and looked after the affairs of the coast It was probably this Ayyappa Nayak that made overtures to Day, inviting him to choose a site in the territory of his brother The offer was regarded attractive enough, and Day wrote to Masulipatam for permission to inspect the proposed site and examine the possibilities of trade there The results of his personal inspection were apparently favourable and he wrote that the calicos woven at Madraspatnam which was the place offered by the Nayak for the site of the proposed factory were much cheaper than at Armagaon Day secured a Grant (copies of which endorsed by Cogan, the Chief of the Masulipatam Factory, are even now preserved) giving over to the English the village of Madraspatnam for a period of two years and empowering them to build a fort and castle at that place The Grant is dated August 1639

The English Factors at Masulipatam were satisfied with the action of Mr Day and resolved that he should proceed again to Madras and keep the Nayak under play until the sanction of the superior English Presidency of Bantam (in Java) should be obtained for their action

The chief difficulty, as usual with the English in those days, was lack of money At last, in February 1640, Day and Cogan accompanied by a few factors and writers, a garrison of about 25 European soldiers and a few other European artificers, besides a Hindu powder-maker by name Naga Battan, proceeded to Madras and started the English factory They reached Madraspatnam on the 20th of February, and this date is important because it marks the first actual settlement of the English at the place

Extent of their First Settlement - The extent of land transferred to the English under the Nayak's Grant is not found specified anywhere But it was the whole area contained within

the traditional village limits of Madraspatnam. This nucleus area appears to have extended along the coast from a point a few hundred yards north of the mouth of the Cooum River, right up to a little beyond the northern end of the present George Town. In the interior, the area took the Island ground on the west and its western line ran along the present Cochrane's Canal, then known as the North River, right up to the north-western corner of the present George Town. To this area, surrounding villages were added from time to time.

In those days the Cooum River which has a winding course through the villages of Chetput, Nungambakkam and Chintadripet, had, as it still has, a common outlet to the sea along with the North River at some distance to the south of the limits of the Madraspatnam village. The North River (or Elambore River as it was called in those days) flowed parallel to and a mile distant from the coast along the western side of Madraspatnam village. At the site of the present General Hospital, the river took a sharp bend to the east and, when near the sea, it again took another bend to the south, and it then flowed on for about three-fourths of a mile parallel to the shore and joined the Cooum at its mouth. The two streams formed a wide and shallow backwater at their joint outlet. At the point where the North River bent east, there was only a narrow neck of land about 300 yards in length that separated it from the Cooum as it curved towards the sea. At this point a cut was made several years after the foundation of the City, probably with the object of equalising flood levels, and thus the Island ground was literally converted into an Island.

The site of the Fort planned by the English settlers was on the bank of sand between the North River and the sea, just in the southern end in the village of Madraspatnam and three-fourths of a mile north of the river mouth.

The Building of the Fort by Day and Cogan.—The Fort was planned nearly square, with a bastion at each corner and the Factory House was in the centre of the Fort and was built diagonally to the square so that each face of the house opened on the gorge of a bastion. The building of the Factory House was taken up on hand on March 1st, 1640. A portion of the structure should have been completed by St. George's Day (23rd April) of that year and the name Fort St. George was consequently given to the Fort.

The bastions were first built and the erection of the curtain walls connecting them proceeded more slowly as funds permitted. The whole Fort took fourteen years to construct and was finished only in 1653. It measured about 100 yards by north to south and by 80 yards east to west. On its northern and southern sides

buildings and streets sprang up and constituted what came to be known later as the White Town

Indian merchants and artificers were attracted to the settlement and encouraged to build houses therein under a promise of exemptions from import taxes for a period of thirty years It is said that within the first year of the life of the settlement, there arose some seventy to eighty substantial houses to the north and south of the Fort while in the village of Madraspatnam nearly four hundred families of weavers had come to settle permanently

Day had made himself personally responsible for payment of interest on the loans got for the building of the settlement Charges of private trade were however brought against him and he was sent to England in 1641 to answer them He successfully stood out these charges and returned to the Coromandel Coast as Second-in-Council at Madras Cogan had been meanwhile made the Agent of Madras He remained in the settlement for more than three years during which time he nursed the Fort into some strength and the town into some measure of prosperity He was also charged with extravagant expenditure on the fortifications and resolved in disgust to resign his position to Day and sail away Day became his successor in the Agency in Madras but did not enjoy his position long He also departed for England within a year of his assumption of the Agency (1644)

Day had proposed and planned the settlement and secured the Grant of the Nayak for it Cogan had been useful from the beginning and was mainly responsible for the erection of the Fort and for the colonization of the place Both were taken to task by the Court of Directors of the English Company, Cogan for unauthorised expenditure and Day for private trading The memory of neither is kept green in Madras whose foundations they helped to lay "Neither Cogan nor Day is kept in memory by Statue, Portrait or Place-name Not even does the Secretariat Building in the Fort, the successor of the old Factory House, bear a tablet to commemorate the achievements of the joint Founders of Madras"

The Names Madraspatnam and Chennapatnam—We saw that Damarla Venkatapathy and his brother Ayyappa gave the English the grant of Madras The Rajah of Chandragiri was Venkatapathy Rayalu From this Rajah the English got a confirmation of the Nayak's Grant Venkatapathy was succeeded by his nephew Sriranagarayalu in 1642 To the new Raya, Thomas Ivy, the successor of Day in the Agency of Madras, sent Factor Greenhill on a mission which resulted in the issue of a new Grant to the English (copies of this grant are available now) It is dated October-November 1645 It confirmed the Grant of the Raya's predecessor and empowered the English to administer justice and

gave them an additional piece of land known as the Narimedu (Jackal-ground) which lay to the west of the village of Madraspatnam All these three grants, *viz* , of Damarla Venkatapathy Nayak, King Venkatapathy and his successor Srirangarayalu, were engraved on gold plates but none of them is now extant

In Srirangaraya's Grant of 1645 the Town of Madras is expressly called " Srirangarayapatnam, My Town," and a distinction is made between the town of Madraspatnam and the new town growing round the Fort which is expressly called Srirangarayapatnam The first Grant of Damarla Venkatapathy Nayak makes mention of the village of Madraspatnam Both Venkatapathy and his brother Ayyappa desired that the name Chennapatnam should be given to the new Fort and settlement of the English after their father Chennappa Nayak Srirangaraya desired that the name Srirangarayapatnam should be given to the Fort and settlement of the English in the place of Chennapatnam The fact that the family of Damarla Venkatapathy, son of Chennappa, was disgraced by Srirangaraya, probably explains the reason why the Raya offered his own name to be given to the settlement and declared that it was a mark of his special favour

In all the records of the times a difference is made between the original village of Madraspatnam and the new town growing round the Fort Thus we may say that the village of Madraspatnam existed under that name prior to the English settlement of 1639-40 and the site of Chennapatnam was that of modern Fort St George The original village of Madraspatnam lay to the north of the site of the Fort and within a few years of the founding of Fort St George the new town which grew up round the Fort was commonly known to the Indians as Chennapatnam, either because Damarla Venkatapathy wished it to be called so or because the site originally bore that name The intervening space between the northern Madraspatnam and the southern Chennapatnam came to be built over rapidly so that the two villages became virtually one town The English preferred to call the two united towns by the name of Madraspatnam with which they had been familiar from the first while the Indians chose to give it the name of Chennapatnam In course of time the exact original locations of Madraspatnam and Chennapatnam came to be confused Madras was regarded as the site of the Fort and Chennapatnam as the Indian town to the north

Origin of the Name Madras – The origin of the name Madraspatnam has been long a puzzle The name Madras occurs in many forms like Maddaraspatnam, Madras Patnam, Madraspatnam, Madrapatnam, Madrazpatnam, etc According to one version there was a village of fishermen on the site, the head-man of which was a Christian named Madaresan who contrived to

persuade Day to call the settlement after his own name But we know that the name was in use even before the English came on the scene Other writers have derived the name from the term Madrassa (a college) and think that there might have been an old Muhammadan college at the place, or there might have been a Church of St Mary (Madre de Deus) at Madras prior to 1640, probably founded by the Portuguese of San Thome which had been in existence from the previous century and the church might have given the name to the village, or there was an Indian ruler, Maddarazu, who might have been some local chief in the region in the past after whom the village might have been named Maddarazpatnam

The Very Revd Mgr Teixeira, Bishop of Mylapore, has recently put forward a suggestion based on his discovery of some tomb stone inscriptions that the name might well have been after Madra, a Portuguese family of the village round, and that the family gave their name to the place Still another view is that Madras was so called because it produced a kind of calico cloth of the name None of these seems to be very convincing, while the derivation of Madras from the Persian word Madrassa is very fanciful There is a curious resemblance between the names of the English Town of Madraspatnam, the southern Dutch Factory of Sadraspatnam at the mouth of the Palar river and the northern settlement of Durgarazpatnam (Armagaon)

The First Years of Madras —The growth of Madras in its first thirty years was all that could be desired Very soon after the settlement was founded, a Hindu temple was constructed in the heart of the Indian village that grew up It was dedicated to Chenna Kesava Perumal and built on part of the grounds of the present High Court Thus the temple was coeval with the birth of the town In 1646 an endowment was made to it by Naga Battan, the Company's powder-maker, and two years later another endowment was made to it by Beri Timmana who is said to have assisted the English in building the settlement and who was employed as the Company's broker and merchant It is presumed that this pagoda had twin shrines in it, dedicated to Vishnu (Chenna Kesava) and Siva (Chenna Mallesvara) even as its present day successor is * Besides these two Indians we hear of Raghava Battan who was first living in the Portuguese settlement of San Thome and helped the English to get from the Nayak the site of Madras A cowle (lease or grant in writing) was said to have been given to him by Cogan and Day appointing him the Kanakkupillai (Scrivener) of Madras in 1640 and it was later produced by one of his descendants in a claim that he put forward to the office

* The temple was demolished in 1757 for military purposes and a new one was built a few years later in Peddunaickenpettah near the Flower Bazzar

Within a few years after the English settled at Madras, the authority of the Rajah of Chandragiri disappeared The Rajah himself was forced to flee to Mysore and the forces of the Sultan of Golconda came to occupy the region surrounding Madras The kingdom of Chandragiri was hemmed in on one side by the advancing troops of Golconda and on the other by the forces of the Bijapur Sultan who invaded the Carnatic from the Mysore plateau and occupied the coast between Jinji and Tanjore Nawab Mir Jumla, who was the Prime Minister of Golconda at this time, played an important part in this conquest of the Carnatic He was originally a famous diamond merchant and was said to be the richest subject in all India He had in his service a number of European gunners and cannon-founders and well appreciated the advantages of European help The English at Madras lent him the services of their gunner and several of their best soldiers when he went to blockade San Thome in 1646 In return for this help he confirmed all the privileges that they had obtained from the previous Hindu rulers of the country and also lent them a large sum of money free of interest

Thus the English contrived to maintain good terms with the Rajah of Chandragiri to the last and yet to preserve the friendship of the Mussalman conqueror from the first

Early Stages of the City's Growth—In 1652 Fort St George was created a Presidency and its Agent came to be known as President In those early years the Indian town was governed by three chief officials who were hereditary, *viz* , the Adikhari, who dispensed justice, the Kanakkupillai, who assisted the Adihkari, and the Pedda Naick, *i e* , the Chief Watchman who was the head of the Talaiyaris and who kept order in the streets, arrested thieves and evil-doers and brought them to trial Many Indians were merchants of the Company and contractors for the supply of cotton cloth that was needed for export and for the sale of the European goods of the Company The seniors among them were termed the Company's Chief Merchants , and the agents and brokers of individual English merchants came to be later on known as Dubashes

From time to time faction fights rose between the right-hand and left-hand castes of the City Such factions were much prevalent in the country round Conjeevaram In Madras the Beri Chetties, artisans, oil-mongers, weavers and leather workers were the chief elements in the left-hand faction, while the Vellalas, the Arya Vysias (Komatis), the Vannias and the Adi-Dravidas belonged to the right-hand division The grounds of quarrel were mostly with reference to the particular routes that the marriage and funeral processions of these castes should take, and the symbols and the trappings that should adorn their processions and pandals on occasions of festivity , and they were

as ready to fall out with each other on the smallest provocation 'as Orangemen and Ribbonmen were in Ireland or the Montagues and Capulets in Verona'

The earliest dispute between the castes seems to have occurred in Madras in 1652-53, which was settled by an award wherein the name of Chennapatnam first occurs in an official document The result of this award was that the eastern half of the Hindu town came to be generally occupied by left-hand castes and the western half by the right-hand ones

For a long time the country round Madras was in a great turmoil on account of the rebellion of Mir Jumla against his Golconda master and also because of the general weakness of the Golconda Sultan who was finally destroyed by the Mughal Emperor Aurangzeb in 1687 During these troubled years, Madras was frequently threatened by the exactions and mischiefs of successive local chiefs who ruled over the Poonamallee region on behalf of the Muhammadans The worst of them was Bala Rao who stopped the Indian traders coming to Madras, raised the customs duties they had to pay at the Great Mettah where there was a regular customs-house and thus increased the prices of grains and other provisions On one occasion the Muslim troops entered the settlement and burnt some houses Later, Madras had to encounter a regular siege for several months at the hands of Bala Rao and his colleague Tupaki Krishnappa Naick Fort St George was reduced from the rank of a Presidency to an Agency, temporarily in 1655, owing to a fit of economy that seized the Directors of the Company at the time However, it was restored to its Presidency status three years later, and this it has continued to enjoy ever since The Dutch were envious of the growing prosperity of the City and both the Dutch and the Golconda Sultan had an eye on San Thome On one occasion the English expected that San Thome would be ceded to them by the Portuguese instead of Bombay for whose cession negotiations were then going on

Sir Edward Winter, Governor (1661-65), got a permanent agreement regarding the English right to Madras Winter was a bold and bad man who imprisoned his successor in office, Fox-Croft, on the ground that the latter was of decidedly Puritanical and anti-Royalist tendencies and could be suspected of having made treasonable utterances against King Charles II He was in enjoyment of his usurped authority for nearly three years and during all this time Fox-Croft languished in prison Even when punishment finally came to him, he contrived to make his own terms and stayed on in Madras for a few more years after he was deposed Fox-Croft, the unfortunate imprisoned Governor, was the first to be given the title of

Governor of Fort St George—a title which has been transmitted to a long line of distinguished successors The title came to be given by an accident, as it were The Company's letter constituting the Madras Agent and Council 'Our Governor and Agent and Consul in Fort St George' and empowering them to execute judgment in all cases, civil and criminal, was occasioned by the difficulty that arose as to the jurisdiction of the Madras officials over capital cases This difficulty was solved by the new title and 'to modern occupants of the gubernatorial chair it is probably unknown that they owe their designation to a Madras murder'

San Thome—Madras and San Thome were generally on friendly terms The latter fell into the hands of the Sultan of Golconda in 1662 and was taken possession of by the French ten years later But they were not to enjoy it for long It once again went back into the hands of Golconda and the English urged the Sultan to demolish the fortifications of the place as they were afraid that the French might recover the Fort either by force or by purchase One important consequence of the French surrender of San Thome was the withdrawal of Martin, the Captain of the French soldiers, with a few followers to Pondicherry, where he founded the famous settlement that was to have a glorious, but short-lived, prominence in the next century

The fame of San Thome rests upon its close association with the Apostle St Thomas, who is declared to have suffered martyrdom at St Thomas' Mount and to have been buried originally at San Thome, that is, in Old Mylapore, part of which now lies under the encroaching sea There is not much doubt that there existed at the place a Christian colony from the early centuries of the Christian era It was known to the Arab travellers and geographers of the ninth and tenth centuries as Betumah, that is, the house or Church of St Thomas And from this word was derived the name San Thome To this Church it is said that King Alfred the Great of England sent some emissaries about 883 A D Subsequently, Persian merchants, who were Nestorian Christians, established a Church of their own at the place, built a Chapel over the tomb of St Thomas and a monastery on the top of St Thomas' Mount The place was visited by Marco Polo, the famous Venetian traveller, who touched the Madras coast towards the close of the thirteenth century But the town decayed later on, and its revival was the work of the Portuguese who settled therein in 1522 As the Portuguese were rebuilding the old Chapel, they stumbled on the grave of the Apostle, besides which they built a small church which has now grown into the San Thome Cathedral

The Luz Church situated a mile to the west of the Cathedral is associated with an ancient tradition, that some mariners saw

a light beckoning to them from that place when they were tossed about in a storm near the coast Steering towards this guiding light, they landed safely, and following it came to the spot where the church is built The church is thus dedicated to 'Our Lady of Light' But it was not built in 1516 as the inscription on its base claims but only a few decades later

St Thomas' Mount and Little Mount—At St Thomas' Mount the Portuguese came across the famous Bleeding Cross, that is, a Stone Cross bearing an Old Pehbir inscription, with some spots on it resembling blood-stains, and a church was erected at the place, the Stone Cross being built in the wall behind the Altar The inscription is similar to that engraved round the Crosses found in some of the Syrian Christian churches on the Malabar Coast In those days a beacon fire was lighted nightly on the Mount for the benefit of mariners In the Church itself, which is dedicated to our Lady of Expectation, there is a picture of the Holy Virgin and Child which is believed to be one of the seven portraits painted by St Luke and brought by St Thomas to India

Between St Thomas' Mount and Madras and a little to the east of the southern end of the Saidapet Bridge, is the Little Mount or Chinnamalai This contains a cave to which St Thomas is said to have fled when he was pursued by his persecutors A church was built in 1551 at this place by the Portuguese There is pointed out here a cleft in the rock where St Thomas caused a spring of fresh water to gush forth, by hitting the stone with his staff and the multitude who came to hear him preach quenched their thirst therein The water was believed to have had healing properties and the church itself is dedicated to Our Lady of Health Both the Big and Little Mounts are outside the limits of Madras City, but they have been closely associated with Madras both in the past and at the present epoch

Mylapore—Mylapore, a village adjacent to San Thome to its west, has always gone hand in hand with the latter and was included in its jurisdiction It is a place of ancient importance and has long been famous as a Siva shrine It is closely associated with Thiruvalluvar, the author of the *Kural*, and also with the activities of the Saiva Nayanar, the great Gnanasambandar The temple of Sri Kapaleesvarar contains a sculpture depicting one of the miracles wrought by Gnanasambandar There are bronze statues within the temple of the 63 Saiva Nayanmars, in whose honour a grand festival is conducted annually Mylapore is also associated with one of the Vaishnavite Alvars After the Portuguese town of San Thome came into being it was absorbed in it When San Thome fell into the hands of the Mussalmans, a number of its

rich Portuguese merchants settled in Madras The English themselves endeavoured to get that place for a nominal rent from the Sultan of Golconda' After the latter's kingdom was swallowed up by the Mughal Empire in 1687, the Mughal Governor of the Carnatic threatened to develop it at the expense of Madras, frequently visited and resided in it and built a rampart round the town The place continued under the rule of the Mussalmans with very little trade and a decaying population till 1749 when it was taken possession of by the English in the name of their protegé Nawab Muhammad Ali Wallajah

First Attempts at Conservancy —The gradual growth of Madras, though interrupted from time to time, was steady and vigorous It was when Governor Streynsham Master was in power (1678-81) that the first serious attempt was made at the conservancy of the streets A scavenger was appointed who was empowered to collect a house-tax and to remove the dirt and filth of the town and draw up a roll of the houses This post was held by a civil servant of high rank Watchmen were appointed for going round the streets in the nights Tavern-keepers, places of entertainments and others had to be licensed The Indian inhabitants have long fought vigorously against the tax saying that it was their privilege to be exempted from any taxation

Master also framed rules for the better administration of justice Two English officials were appointed as Choultry Justices to administer justice to the Indian inhabitants and their number was increased subsequently The Governor himself began to sit as a Judge thus forming an Appellate Court

St Mary's Church in the Fort —It was also in Master's time that the Church of St Mary within the Fort was built The foundation was laid on Lady's Day in 1678 and hence the church was named ' St Mary's' in honour of the Blessed Virgin It was finished in 1680 and was consecrated on the 28th of October that year It stands much the same as it was when built, except for the spire and the tower which were subsequently added It is full of mementoes of men who have helped to make Madras history, and its narrow yard is literally paved with tombs of various ages and with inscriptions in several languages The stones were removed from the stately tombs which were erected over the graves of dead Englishmen in the old English burying-place of the settlement which lay in the present Law College compound

The Vestry of the Church was organised at the same time and it continued to exist down to 1805 It conducted a Charity School which subsequently became the nucleus of the Male and Female Orphan Asylums After Master's time there was a reorganisation of the Police arrangements in the Black Town which

had grown up close to the White Town and which occupied the site of the present northern glacis of the Fort, part of the western glacis and the grounds of the Law College and the High Court. During the Governorship of Mr Yale (1687-92) a Mayor and Corporation were instituted in the City by a charter of the Company under permission from King James

Formation of the Madras Corporation —One of the most important events during the Governorship of Yale was the institution of a Mayor and Corporation for the City of Madras The importance of the creation of a Corporation for Madras which is the earliest of its kind in British India has not been sufficiently stressed by historians The originator of the scheme was Sir Josiah Child, the masterful and imperious Governor of the Court of Directors, who had already made the fire and vigour of his pen felt by the Madras Council

The idea of a municipal government of Madras was taken by Child from the Dutch Government in the East Indies In the general letter to Madras dated the 28th September 1687, Child detailed a plan for the formation of a Corporation composed of Indians mixed with some Englishmen and equipped with a regular Mayor, Aldermen and Burgesses, a Recorder and a Town Clerk and armed with power to decide petty cases and to levy rates upon the inhabitants for the building of schools, of a town hall and a jail

Child was particular that the Court of Aldermen should be composed of three English Freemen, three Portuguese and seven Moors and Hindus and that the Mayor, Aldermen and Burgesses should, before they entered upon their offices, take an oath to be true and faithful to the English King and to the Company, and that the three English Aldermen should always be servants of the Company

In this elaborate letter Child invited the Madras Governor and Council to offer their own suggestions to his draft scheme But yet, within three months of his first letter, he and the Deputy President of the Company had an audience with King James II and it was determined at this audience to send out a ready drawn Charter under the Company's seal for the formation of the Madras Corporation, and along with this Charter which was issued by the Company on the 30th December 1687, were sent out the Maces and the Sword together with orders that the Corporation should be immediately started " Our Town of Fort St George, commonly called the Christian town and City of Madrassapatam upon the coast of Coromandel in the East Indies and all the territories thereunto belonging not exceeding the distance of ten miles from

Fort St George, to be a Corporation under us by the Name and Title of the Mayor, Aldermen and Burgesses of the Town of Fort St George and City of Madrassapatam ", was the heading of the Charter There were to be twelve Aldermen and sixty Burgesses Mr Nathanial Higginson, Second in Council, was nominated the first Mayor Three other English members of the Council, three Portuguese merchants, three Jewish merchants—there was a fair-sized Jewish colony in Madras at that time—and three Hindus were nominated Aldermen in the Charter itself These latter were Chinna Venkatadri, the younger brother of Beri Timmana, whom he succeeded in the office of Chief Merchant, Mooda Verona who was also Chief Merchant for some time and Alangatha Pillai who was the builder of the Ekambaresvarar Temple in Mint Street A new Mayor was to be elected on the 29th of September every year, and the Charter itself was to come into force from the 29th September 1688 The Mayor and Aldermen were to be a Court of Record and the Mayor and the three Aldermen were to be Justices of the Peace The Judge of the Supreme Court of Judicature that was created was to be the Recorder of the Corporation and a Town Clerk who was also to be a notary was to be elected

On the appointed date, 29th September 1688, the Corporation was inaugurated with all due solemnity, the Mayor and others taking their respective oaths After dinner towards three o'clock in the afternoon, the whole Corporation marched in their several robes, the Aldermen in scarlet serge gowns, and the Burgesses in white China silk with the Mace carried before the Mayor in procession to the Town Hall

Mr Higginson served only six months as Mayor and resigned He was succeeded in his office by Mr Littleton The Corporation soon complained that they had no revenues or funds for carrying out the works expected of them like the construction of a Town Hall, School house, etc The Council gave them the right to collect the existing petty taxes of paddy toll, measuring and weigher's duty and brokerage paid by the Town brokers But these sources of revenue were applied to other objects than those which the Corporation specified and there arose a quarrel quickly between the Governor and the Mayor's Court Governor Yale had meanwhile quarrelled with several of his Councillors some of whom were Aldermen and he proposed to withdraw these taxes from the purview of the Corporation These differences were supplemented by other causes of quarrel between the Governor and the Mayor's Court Under the Charter there was a right of appeal from the Mayor's Court to the Court of Admiralty But since the latter Court became extinct in 1689, the Mayor's Court held that its own decisions were final Yale objected to this and the quarrel was made the bitterer on this account

In 1692, the Company complained that there were as early as 1690 as many as eight English Aldermen in the Corporation and desired that the body of Aldermen should be composed of the heads of several castes like the Armenians, the Hebrews, the Portuguese, the Hindus and the Moors.

Acquisition of Suburban Villages.—It was in Yale's time that the Moghul authority spread over the Carnatic. He was very anxious about the safety of Madras from Moghul injury. And he applied to the Nawab Zulfiker Khan, the Mughal General for the free Grant of the villages of Egmore, Purasawalkam and Thondiarpet. These villages were at first rented out and were directly taken over by Government in 1720. They were known in the English records of the time as the "Three Old Towns." Triplicane was the earliest acquisition and came first into English occupation in 1668 though it was resumed a few years later by the Mussalmans. It was only in 1672 that Triplicane was definitely given over to the English for an annual rent of fifty pagodas. Including Triplicane these three villages were known as the 'Four Old Towns.' Shortly afterwards, the English petitioned for permission to occupy five other villages in the vicinity composing of Tiruvatiyoor, Kathiwakam, Nungambakkam, Vyasarpady and Sathangadu. These places were given over by a Mughal firman in 1708 and they were henceforward known as the 'Five New Towns.'

Wedged in between Egmore and Pursawalkam, which had been acquired by the English, were two small villages, *viz.*, Periamet where the Mussalman authorities collected tolls, and Vepery, which were acquired by the English only in 1742; along with Vepery the Company got Perambore, Puduppakam, Ernavore and Sadayan Kuppam together with a confirmation of the right of coining Arcot rupees and pagodas. San Thome and Mylapore continued to be under Mussalman rule till 1749 when Madras was restored to the English after three years of occupation by the French who captured it in 1746. Soon after they got back Madras, the English contrived to occupy San Thome in the name of their new ally Nawab Muhammad Ali who was opposed by Chanda Saheb, the ally and champion of the French.

Governor Thomas Pitt.—From the time of Governor Yale down to the outbreak of war with the French in 1746, the growth of Madras was continuous and was seen not only by the expansion of its trade and wealth but also in the steady political power of the English. Of the Governors of the period the most famous was Thomas Pitt who was originally a bold interloper and in the opinion of the Directors a desperate fellow. Pitt was Governor for the unusually long term of 11 years—1698-1709—and his term of office proved to be a 'Golden Age' of Madras. He resisted the demands of the Mughal Nawab successively

acquired the five new villages and built fortified walls round the Old Black Town It was in his time that the Island ground was embanked, drained and improved He also provided for an accurate survey of the City with a view to the allocation of definite streets and quarters for the right and left-hand factions Copies of his map and plan are now available They show us that the Old Black Town was more than a mile and a half in circumference and various gates in its walls led into the suburbs of Muthialpettah to the north and Peddunaickenpettah to the west A canal ran along the present Broadway which separated Black Town and Muthialpettah from Peddunaickenpettah

Weavers' Villages—Collettpettah and Chintadripettah — As trade increased the number of weavers and painters had steadily to be increased Governor Collett (1717-20) founded a new pettah near Tiruvottiyur which was called, as the inhabitants desired, after him as Collettpettah The name has now been corrupted into Kaladipettah and is apt to convey a wrong meaning both as to its origin and also as to the character of its inhabitants The inhabitants were mostly weavers and painters of cloth which the Company required for export to Europe The present suburb of Washermanpet lying to the north of George Town grew up about the same time The Company had in their employment a large number of washers, bleachers and painters of cloth which came from the weavers' looms A large open space and plenty of good water were necessary for their work They were first settled in Peddunaickenpettah to the north , but they complained that the water of the river was not pure They were subsequently removed to the north of the Black Town where the ground was rich in fresh springs The place where they settled was, therefore, known as Washermen Town and its present appellation of Washermanpet is apt, as in the case of Collettpettah, to convey a wrong meaning as to its origin The growth of these suburbs indicates a period of great prosperity in the cotton trade which was the chief investment of the Company The Dubashes and chief merchants of the Company engaged in the supply of cotton goods to the Company rose to great prosperity One of them by name Alangatha Pillai founded and built the Ekambareswarar Temple, and another of them Sunkurama had a large garden in the bend of the Cooum river south of Periamet which was taken over in 1735 for a new weavers' village known as Chintadripettah By that time Sunkurama had fallen into disgrace and was succeeded by his colleague Thambu Chetty as the chief merchant Government resolved in October 1734 to erect a weaving town on the site of Sunkurama's garden and to permit only spinners, weavers, washers, painters and the necessary attendants of the temple to settle in the village A cowl was granted on these terms and Bemala Audiappa Narayana helped in the peopling of the village,

which grew to contain nearly two hundred and fifty families within two years after its foundation

Corporation Reorganised (1727)—In July 1727, the Corporation was reorganised It was to be composed of the Mayor and nine Aldermen of whom seven were to be British subjects They were to form a court of record and were authorised to try all civil causes The Sheriff was to execute the processes of the Mayor's court The next great stage in the growth of the Corporation came in 1753 Shortly after Madras came once again to be the seat of the Presidency

The Carnatic fell into confusion after 1740 when the Mahrattas invaded it Several disputed successions to the Nawabship occurred, out of which emerged Anwaruddin Khan During all these years the English were seriously engaged in strengthening the Fort, particularly its western walls The Fort as it had grown up by now enclosed the houses of the White Town, but was much smaller than the present Fort On the north the houses of the Old Black Town encroached almost up to the very wall, the river on the west ran very much more to the east than it does now In 1743 plans were prepared for enlarging the Fort on the west side and for diverting the course of the river further west This diversion was not, however, immediately carried out

French Occupation of the City and its Results—The French capture of Madras by Labourdonnais in 1746 forms a great crisis in the history of the City The French were in occupation of the City for three years till August 1749 They planned to retain it permanently They demolished the Indian houses of Old Black Town which adjoined the north wall of the Fort and formed a glacis with the debris The southern portion of the Old Black Town was consequently destroyed Soon after Madras came back into English possession, the Company began plans for remodelling and strengthening the Fort The river on the west side was diverted to its present course, and its old bed was built up and included in the Fort The west wall was strengthened with bastions which were named after the Governor, George Pigot, Major Lawrence and Nawab Muhammad Ali Wallajah The Old Town temple of Chennakesavaperumal which was almost coeval with the foundation of the City and which stood in Old Black Town, was also demolished and compensation was given by Government and a new site was offered in China Bazaar where Manali Muthukrishna Mudaliar, the Dubash of Governor Pigot, built the new temple now known as the Town temple He became the first warden of this temple whose management has continued to remain in his family Count Lally's siege of Madras (December 1758 to February 1759) was the next crisis of the City The siege

was successfully resisted by the English, but they abandoned Old Black Town and the suburbs which were occupied by the French, while the Fort itself was a sad wreck after the siege Black Town was ruthlessly plundered by the enemy who also burnt the village of Chepauk to the south of the mouth of the Cooum and lying between the Island and Triplicane

Building of the Black Town Walls—After the siege, the Directors resolved that the Fort should be rebuilt upon the most modern plan Hyder Ali of Mysore was growing powerful at the time In 1767 he made an expedition to the neighbourhood of Madras, plundered San Thome and burnt several villages in the neighbourhood Two years later, he again appeared before Madras with a formidable cavalry force Hyder's raids threw the inhabitants into a state of panic, and the result was the erection of permanent walls to protect the New Black Town, as Muthialpettah and Peddunaickenpettah together came to be called, after the demolition of the Old Black Town The rampart walls which were constructed covered the northern and western fronts of modern George Town and ran a course of 3½ miles, being equipped with bastions and flanking works at intervals The north wall presented a slight convex front towards Tondiarpet The west wall ran on close to the North River (Cochrane Canal) On the outer side of the walls the ground was cleared for a width of six hundred yards and afforded a field for fire These spaces were known as Esplanades The southern part of the Western Esplanade was converted in the middle of the nineteenth century into the People's Park, and the northern part into Salt Cotaurs The walls were pierced by numerous gates, of which the one known as Elephant Gate still has its name preserved for the site on which it stood Wall Tax Road also is reminiscent of those times It was designed to have a good road running on the side of the western rampart and meet the cost by means of a tax which was imposed on the householders nearby But the tax was never collected though an officer, known as the Collector of Town Wall Tax, was appointed for the purpose It is also said that arches in the western wall were occupied by Indians who paid a rent or tax and hence arose the name of Wall Tax Road which runs for two miles and was close to the western wall Debtor-prisoners were confined in the bastions in the north-west angle of the wall, while criminals were put in another bastion in the northern wall, and even to-day the street next to the demolished north wall, of which some remnants remain in the compound of the Royapuram Hospital, is called the Old Jail Street The walls were pulled down about the middle of the nineteenth century when swords had to be turned into ploughshares The remnants of its bastions and curtains that remain on the north indicate how substantially the construction work was made The walls were finished about 1772.

Final Formation of the Fort—About the same time the work of remodelling the Fort was also finished Many of the private inhabitants who lived within it were compelled to sell their houses, and barracks were built on their sites The Fort in its enlarged shape was completed in 1783 when Lord Macartney was Governor This enlarged Fort stands perfect to-day as a typical example of the ideal fortress of the eighteenth century It is the last of the four phases of growth which the settlement has passed through It began as the small castle of Cogan and Day which was enclosed in a square of bastioned walls In the next stage the White Town inhabited by English, Portuguese and Armenian merchants which grew round the nucleus came to be protected by walls This survived almost up to the date of French capture of Madras in 1746 The filling up of the old bed of the North River, the extension of the west front of the Fort and the consequent increase in its area formed the third stage The last stage was completed in 1783 when the outer walls were totally rebuilt and provided with ample out-works, glacis, ravelins and lunettes It was in this epoch also that most of the buildings and barracks in the western portion of the Fort were erected The Palace Street, so called because Nawab Wallajah first planned to have a palace erected for himself in that street, the Arsenal, the Hanover Square and the Western Barracks were all constructed now The streets in the eastern side of the Fort were also altered Lord Pigot who was twice Governor of Madras, distinguished himself by strengthening the fortifications and defending it successfully against Lally The weakness of his successors led to his re-appointment for a second time as Governor But he quarrelled violently with his colleagues, was imprisoned by them and died in confinement He was buried in a nameless grave in St Mary's Church in the Fort

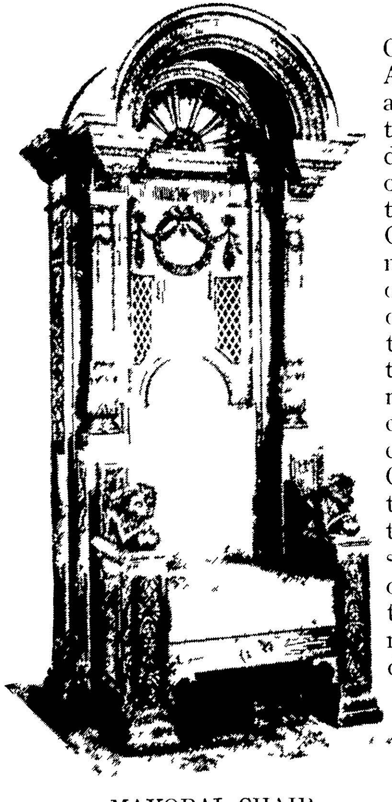
Modern George Town comes into Shape—In the time of Governor Macartney (1781-85) Black Town assumed the shape that it now has There was a low-lying region between Muthialpettah and Peddunaickenpettah along which ran a drainage channel This channel was filled up and the waste land on both its sides was raised, and gradually houses came to be built over the whole area The main north and south street which traverses this area known as Popham's Broadway is commemorative of the efforts of Mr Popham who reclaimed all this region It was also now that the inhabitants of Peddunaickenpettah living in the south and south-east portions of it were removed elsewhere as their houses were considered to be dangerously near the Fort The ground which was a little raised was cleared and was converted into an Esplanade of the Fort and is now occupied by the Ordnance Lines The removal of these houses accounts for the present curiously broken outline of Peddunaickenpettah

on its south-east side and for the abrupt termination of some of its north and south streets Mr Popham also submitted a plan for the establishment of a regular Police force for Madras and for the building of direct and cross drains in every street He also advocated measures for the naming and lighting of streets, for the regular registration of births and deaths and for the licensing of liquor, arrack and toddy shops A Board of Police assisted by a Kotwal was subsequently formed The Kotwal was to be the officer of the markets under the Superintendent of Police For long there was difficulty about the collection of quit-rent and scavenger's duty and it was held that the Company had no power to impose these taxes A Parliamentary Act of 1792 finally gave the Company the power to levy municipal taxes in the City and it was resolved to order an assessment of 5 per cent to be collected from the inhabitants, on the estimated annual rents of the houses It was now that the town-cleaning duties were entrusted to the officers known as Surveyors and Collectors, under whom conservancy work was to be done by contract

EVOLUTION OF CIVIC ADMINISTRATION

Municipality—Municipal action proper proceeded as was noticed above from the Parliamentary Act of 1792 containing a clause making provision for the good order and administration of the towns of Madras, Bombay and Calcutta This empowered Justices of the Peace to make arrangements for the care of the streets, to collect the assessment and to license the sale of spirituous liquors This is the commencement of the Madras Municipality proper, differing from the Mayor and the Corporation who were almost purely judicial functionaries A subsequent Act of 1836 of the Government of India, imposed the condition that the Municipal assessment should have the approval of the Governor-in-Council A subsequent Act of 1841 sought to give a greater latitude of action and a reality of Local Self-Government to the City According to this rate-payers of particular sections of the City were empowered with the assessment, collection and management of the rates of their own divisions In 1856 another Act passed for the conservancy and improvement of the Presidency Cities, abolished the Bench of Justices and appointed three Commissioners who formed a body corporate with the title of Municipal Commissioners The Act also provided for the increasing of the maximum tax on houses and land from five to seven and a half per cent and also for a tax on all carriages and carriage animals The Madras Act IX of 1863 empowered the addition of three Honorary Members selected from among the inhabitants of the City to aid the three Commissioners Power was now given to tax trades and professions and to collect

tolls on carriages, carts and animals on their entering the Municipal limits The Madras Act IX of 1867 introduced a radical alteration in the constitution of the Municipality It divided the City into eight wards, each of which was represented by four Commissioners nominated by Government from among the residents There was an Executive Officer who presided over the Council of the Commissioners, and the Commissioners in Council were empowered to modify and pass the annual budget This Act arranged for the systematic registration of births and deaths and defined the purposes on which Municipal funds might be spent But it excluded out of the purview of the Municipality the maintenance of the Police This Act was superseded by Act V of 1878 which provided that sixteen out of the thirty-two Commissioners should be elected by the rate-payers Provision was made for the appointment of a Special Sanitary Officer, and in order to raise additional income for meeting expenditure on drainage, it was provided that a water tax not exceeding four per cent and a lighting tax not exceeding two per cent should be added to the existing house and land tax



MAYORAL CHAIR

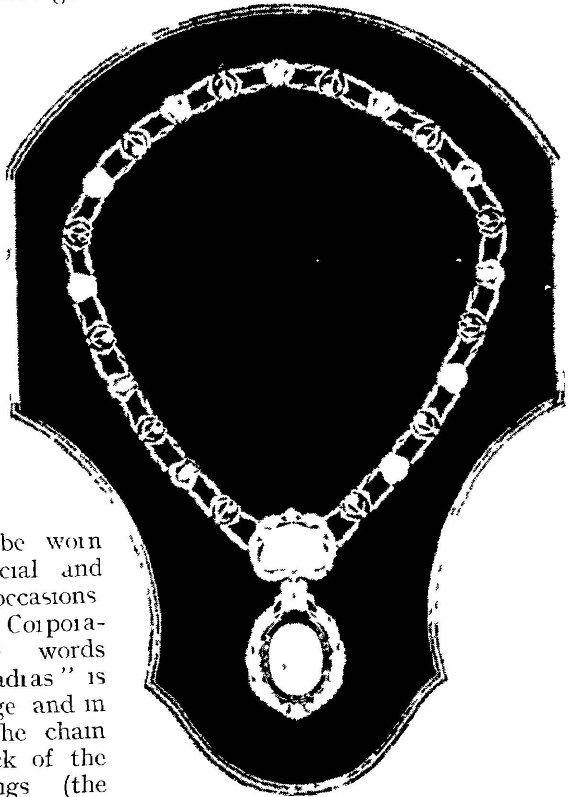
The Municipal Law of the City was revised by another Act of 1884 regulating drainage and providing for the prevention of infectious and dangerous diseases A supplementary Act of 1892 created the posts of the Revenue Officer, the Health Officer and the Engineer The next important Act was that of 1904 It raised the number of Commissioners from thirty-two to thirty-six and allowed the Madras Chamber of Commerce and other bodies to elect eight Commissioners It provided for the election of a Standing Committee, converted the water tax into a water and drainage tax and raised it from four to six and a half per cent Act IV of 1919 divided the City into thirty divisions, raised the number of Commissioners, now designated as Councillors from thirty-six to fifty and increased the number of elected Councillors from twenty to thirty, one Councillor for each

division It raised the number of Standing Committees from one to four, converted the President into the Commissioner and vested him with executive power, it also extended to women the franchise and the right to stand as candidates at Municipal elections It also empowered the Corporation to levy all taxes without the sanction of the Government, as laid down in Act VII of 1904 The Madras City Municipal Amendment Act of 1933 changed the designation of the President into that of Mayor

In order to symbolise the high standing, dignity, impartiality and freedom from party influences or associations of the first citizen of the City, the Council at its meeting on the 12th April 1933 resolved that the Mayor should have two sets of gowns, one for ordinary wear during Council meetings and another for special and ceremonial occasions

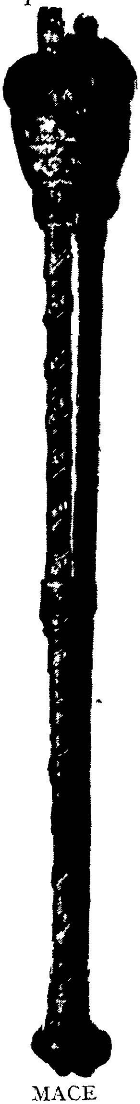
At the time the Mayor attends the Council meetings he wears the ordinary gown made of black silk or material with gold lace border one inch broad and white bands On special and ceremonial occasions he wears a gown made of velvet or other similar material of Fushi shade with a gold lace border two inches broad The head-dress for the Mayor is a lace turban of the Hindu or Muslim type or a three cornered hat of black velvet with gold braid cloth over it or a tarboosh

A gold chain with a badge is provided for the Mayor to be worn by him on special and ceremonial occasions The crest of the Corporation with the words "Mayor of Madras" is put in the badge and in the centre of the chain there is a block of the Ripon Buildings (the buildings where the offices



MAYORAL CHAIN

of the Madras Corporation are located) embossed with the words "Ripon Buildings, Corporation of Madras"



MACE

A Mace with the crest of the Corporation is also provided An ornamental special chair with a canopy serves as the Mayoral chair

The Madras City Municipal Amendment Act of 1936 which came into force on 21st April 1936 divided the city into forty divisions, raised the number of Councillors from fifty to sixty, provided for election of five Aldermen of whom one should be a woman Provision for the appointment of Special Councillors not exceeding three at a time by the Local Government has been made Provision for the election of a Deputy Mayor from among the Councillors has also been made The Act raised the number of Standing Committees from four to six and also provided for the formation of a Committee for dealing with Taxation Appeals It also authorised the levy of a graded tax on properties and the levy of a tax on Advertisements in addition to the taxes authorised in the Original Act

Other changes introduced by the Amended Act are of considerable importance, both in the way of improving the amenities of the City and its general sanitation Special provisions have been incorporated in the Act with a view to enable the Corporation to exercise necessary and effective control over owners of slum areas of the City for the purpose of ensuring the sanitation of cheris and the provision of other necessary amenities thereto The Commissioner and the Standing Committees are empowered for effectively dealing with insanitary cheris and hutting grounds which are the root causes for heavy mortality rates in the City The Amended Act provided for the appointment by the Council of an Electrical Engineer, a Water Works Engineer, and an Educational Officer who will also be Heads of Departments working under the Commissioner along with the other Heads of Departments under the Original Act

How the Corporation Works —The Municipal authorities charged with carrying out the provisions of the Act are —

(1) a Council,
(2) Standing Committees of the Council
(3) a Commissioner

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The Council consists of sixty-five members of whom forty are elected to general seats, three to seats specially reserved for members of the Scheduled castes and two to seats specially reserved for Labour Six Councillors are elected by members of the Madras Chamber of Commerce and the members of the Madras Trades Association Five Councillors are elected by the Southern India Chamber of Commerce, the Andhra Chamber of Commerce, the Nattukottai Nagarathars' Association, the Southern India Skins and Hides Merchants' Association and the Piece-goods Merchants' Association, Madras One Councillor is elected by the Anglo-Indian Association, Madras One Councillor is elected by the Trustees of the Port of Madras One Councillor is appointed by the South Indian Railway and the Madras and Southern Mahratta Railway Companies, Madras One Councillor is elected by the members of the Senate of the University of Madras Five Aldermen of whom one is a woman, are elected by the Councillors referred to above In addition to the above the Local Government can appoint a person or persons having special knowledge or experience of any subject relating to the Municipal Administration to be Special Councillor or Councillors for such subject However there shall be not more than three Special Councillors on the Council at any time

By Act II of 1938, an Act further to amend the Madras City Municipal Act, 1919, provision was made for the adoption of the relevent portions of the electoral rolls of the Madras Legislative Assembly, as the basis for holding elections to the City Council for the 40 General seats, the three seats specially reserved for members of the Scheduled Castes and the two seats specially reserved for Labour

The qualifications of the electors for the territorial constituencies of the Madras Legislative Assembly are briefly enumerated below —

(*a*) Payment of Motor Vehicle Tax

(*b*) Payment of Profession Tax

(*c*) Payment of Property Tax

These taxes should have been paid for both the half-years of the previous financial year

(*d*) Sole tenant in the previous year of a house in respect of which property tax has been paid for both the half-years

(*e*) Assessment to Income Tax

(*f*) Registered landholder, inamdar, ryotwari pattadar or occupancy ryot

(*g*) Assessment to Ground rent

(*h*) Mortgagee with possession, or lessee, under a registered instrument, of immovable property in the province of an annual rent value of Rs 100

(i) Guardian of a minor

(j) Literate

(k) Retired, pensioned or discharged officer, Non-Commissioned Officer or soldier of His Majesty's regular Military forces

In the case of electors who are members of the Scheduled Castes, a person who owns a building which fetches an annual rent of Rs 18 or one who occupies as tenant a building on an annual rent of Rs 18 is entitled to have his name inserted in the electoral roll The names of Scheduled Castes electors are shown at the end of each electoral roll

The additional qualifications for women are as shown hereunder —

(a) Pensioned widow or pensioned mother of a person who was an Officer, Non-Commissioned Officer or soldier of His Majesty's regular Military forces

(1) Is the wife of a person who was assessed in the previous financial year to —

(a) Income Tax ,

(b) Tax on Companies,

(c) Property or Profession Tax of an aggregate of not less than Rs 3 ,

(d) The wife of a person who occupied for not less than six months in the previous financial year a house in the City of an annual value of not less than Rs 60 , or

(e) Is a registered ryotwari pattadar or an inamdar of land of an annual rent value of not less than Rs 10, or

(f) Holds as ryotwari pattadar or an inamdar a registered lease of land of an annual rent value of not less than Rs 10 ,

(g) Is a landholder holding an estate of an annual value of not less than Rs 10 ,

(h) Holds a ryotwari or as a tenant under a landholder, land of an annual rent value of not less than Rs 10

In the case of a person who claims to be included in the electoral roll under the literacy qualification, he should write the literacy application in the presence of the Registration Officer or under the certificate of an Officer in the Superior service of any Government Department not lower in rank than a lower division clerk

The name of any person will not be included in the electoral roll unless he has attained the age of 21 years and has resided in a house in the City for not less than 120 days in the previous year and is either

(a) A British subject or

(b) The Ruler or a subject of a Federated State

As regards the two Labour Constituencies of the Corporation of Madras, *viz*, Union and Non-Union, the electors for the Union Constituency consist of voters in the Railway Trade Union and Textile Workers Trade Union constituencies of the Madras Legislative Assembly who are employed in Railway Workshops, and Textile Mills in the City of Madras For the Non Union constituency, the electors consist of voters in the Madras City Dock and Factory Labour (excluding Textile and Railway Labour) Constituency of the Madras Legislative Assembly, employed in the Madras Harbour and Perennial Factories (other than Textile Mills and Railway Workshops) situated in the City of Madras

The total number of voters on the electoral roll during 1937 was 82,652

Under the City Municipal Amending Act of 1936 the term of Councillors was fixed at three years and under the procedure prescribed in Sec 414 (*c*) of the Act, 15 of the 45 divisional Councillors vacated their seats every year and the vacancies were filled up at an ordinary election conducted by the Commissioner

By the Amending Act of 1939 provision has been made for the simultaneous triennial elections to all the seats, instead of annual, rotational elections to a third of the seats The first general election under this change is to be held in the year 1940

The Council has to meet every month but there are usually several meetings in each month as the business to be transacted is heavy The quorum for a meeting of the Council is twenty

The Municipal Government of the City is vested in the Council under Sec 23 of the City Municipal Act But the Council is not entitled to exercise any function expressly assigned by law to a Standing Committee or to the Commissioner The Council has to consider all statements of receipts and disbursements and all progress reports and to pass such resolutions on them as it deems fit The Council has to consider the annual report of the Administration of the Corporation and to forward it to the Government with its resolutions thereon, if any Under Sec 158 of the Act it is the duty of the Council to pass the Budget Estimate before the beginning of the year to which it relates The Council is also vested with the power of passing any supplemental estimates which might be found necessary during the course of the year It is also the duty of the Council to make necessary adjustments of income and expenditure which may be found necessary to balance the budget leaving a cash balance of not less than a lakh and fifty thousand rupees The Council is the authority to decide the rates at which taxation shall be levied No amount can be borrowed except by a resolution passed by the Council at a Special Meeting The sanction of the Council is necessary for estimates and contracts exceeding Rs 50,000 No immovable property worth more than Rs 1,000 can be acquired or any lease for more than three years can be concluded except with the sanction of the Council Sanction

of the Council is necessary for the acceptance of a gift or bequest burdened by an obligation if the value of the property is more than Rs 1,000 The sanction of the Council is necessary for the sale of any movable property worth more than Rs 5,000, or for the grant of lease for more than three years Sections 85 to 91, 95 and 96 of the Act relate to the powers of the Council over the Municipal establishment Under Sec 85 the Council is bound to appoint a Health Officer, an Engineer, an Electrical Engineer, a Water Works Engineer, a Revenue Officer and an Educational Officer Under Sec 86 the Council may, with the sanction and subject to the confirmation of the Government, appoint Special Engineers to carry out water and drainage schemes or other works The Council is vested with the power to appoint Special Health Officers to investigate and suggest remedies for any unusual mortality or any prevalent dangerous disease The Council is also competent to appoint Special Revenue Officers for the periodical revision of assessment or the introduction of new taxation or any other extraordinary purpose connected with revenue administration Under Sec 90 of the City Municipal Act appointments to the Corporation establishment have to be made by the Council if the maximum monthly salary of the office exceeds Rs 500 Under Sec 91 the Council may modify, amend or sanction the schedule of establishment laid before it by the Commissioner and the Standing Committee Under Sec 95 any service regulations framed by the Standing Committee can come into force only after the Council has confirmed them and after it is approved by the Government in the case of regulations framed under Clause (*b*) of Sec 95 in respect of any officer whose appointment is subject to their confirmation and in the case of regulations relating to the grant of pensions or gratuities or the establishment of a Provident Fund The Council has to elect one of its number to be its Mayor at its first meeting after the first day of November each year and one of its number other than the Mayor to be its Deputy Mayor

Section 6 of the Madras City Municipal Act lays down the constitution of six Standing Committees for dealing respectively with

1 Accounts,
2 Education,
3 Health,
4 Taxation and Finance, excluding Taxation Appeals,
5 Town-Planning and Improvements, and
6 Works

Each Standing Committee consists of seven members elected by the Council from its own number Each member of a Standing Committee holds office until he resigns or until his term of office as Councillor is in any manner determined Each Standing Com-

mittee elects one of its number to be its Chairman at its first meeting after the first day of November every year The Mayor is a member of each Standing Committee except the Taxation Appeals Committee

The powers and duties of the Standing Committees are defined in the Act and also in the regulations framed by the Council under Sec 20 of the Act The sanction of the Standing Committee is required for an estimate or a contract exceeding Rs 10,000 but not exceeding Rs 5,0000 No contract involving an expenditure of more than Rs 3,000 can be entered into without calling for tenders, but the Standing Committee may authorise the Commissioner to enter into a contract without inviting tenders The Standing Committee may amend the establishment schedule before laying it before the Council and it is also vested with the power to frame service regulations subject to confirmation by the Council

The Taxation Appeals Committee constituted under Rule 14 of Schedule IV of the Madras City Municipal Act is the authority created by the Amending Act of 1936, to decide appeals against assessment to taxes in case the assessee does not accept the order of the Commissioner Appeals lie from the Committee's decision to the Small Cause Court

The Commissioner is appointed by the Government for a renewable period of three years who can be removed before the term by the Government He is also bound to be removed if at a special meeting of the Council called for the purpose not less than forty-three members vote for such removal The Commissioner can attend the meetings of the Council and the Standing Committees and take part in their discussions but not vote He has to attend any meeting of the Council if so required by the Mayor The Commissioner has to give effect to every resolution of the Council unless it is cancelled by the Government The executive power of carrying out the provisions of the Act is vested in the Commissioner subject to the powers conferred by the Act on the Council or the Standing Committee The Commissioner prescribes the duties of the Corporation establishment and exercises supervision and control over their acts and proceedings In cases of emergency he may direct the execution of any work or the doing of any act which would ordinarily require the sanction of one of the other Municipal authorities and the immediate execution or doing of which is, in his opinion, necessary for the service or safety of the public provided that he shall report forthwith the action so taken and the reasons therefor to such other authority

The Mayor of the Corporation is elected once a year by the members of the Council at the first meeting in November He presides at meetings of the Council and is also *ex-officio* member

of all Standing Committees No official correspondence between the Corporation and the Local Government shall be conducted except through the Mayor and although he is not vested with executive powers, as Presiding Officer of the Council he is able to exercise great influence on the administration of the Corporation

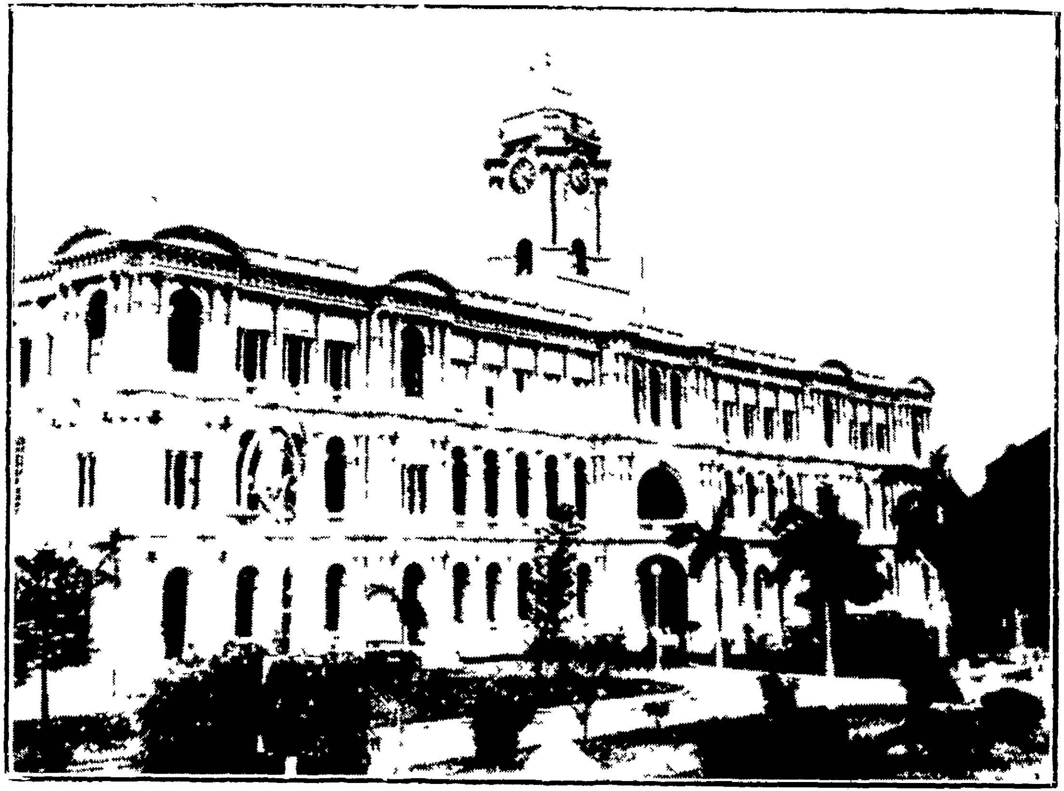
The Deputy Mayor is also elected at the first meeting in November and on him devolves the functions of the Mayor, when the Mayor is absent or when the office of the Mayor is vacant

The principal Statutory Officers under the Madras City Municipal Act are the Health Officer, the Engineer, the Electrical Engineer, the Water Works Engineer the Revenue Officer and the Educational Officer They are appointed by the Council of the Corporation, the appointment in each case being subject to confirmation by the Local Government In addition to these officers who are required to be appointed under the Act, there are also the Special Engineer and the Legal Adviser who with other responsible officers are appointed as required by the Council

The offices of the Corporation are housed in the Ripon Buildings of which a photograph is inserted in this manual Although the building is a large one it is hardly adequate for the enormous staff which is housed therein Proposals for additions to the existing building are under consideration The Government of a city of the size of Madras is an intricate and complicated business and a visit to the Corporation Offices will show the tax-payer how extensive is the responsibility of a modern civic administration The total establishment employed in the Corporation including labour is well over 8,000 The appointment and control of such a large staff are by themselves no easy tasks

The following is the list of divisions —

First or New Washermanpet division
Second or Royapuram division
Third or Singara Thottam division
Fourth or Sanjeevarayanpet division
Fifth or Korukkupet division
Sixth or Harbour division
Seventh or Muthialpet division
Eighth or Katchaleswarar division
Ninth or Ammen Coil division
Tenth or Kothawal Bazaar division
Eleventh or Seven Wells division
Twelfth or Sowcarpet division
Thirteenth or Peddunaickenpet division
Fourteenth or Trevelyan Basin division
Fifteenth or Park Town division



RIPON (MUNICIPAL) BUILDINGS

Sixteenth or Edapalayam or Kamatchiammenpet division
Seventeenth or Vyasarpadi division
Eighteenth or Perambur division
Nineteenth or Choolai division
Twentieth or Kosapet division
Twenty-First or Purasawalkam division
Twenty-Second or Kilpauk division
Twenty-Third or Vepery division
Twenty-Fourth or Napier Park division
Twenty-Fifth or Chintadripet division
Twenty-Sixth or Komaleswaranpet division
Twenty-Seventh or Egmore division
Twenty-Eighth or Thousand Lights division
Twenty-Ninth or Nungambakkam division
Thirtieth or Pudupakkam division
Thirty-First or Thiruvateeswaranpet division
Thirty-Second or Chepauk division
Thirty-Third or Triplicane division
Thirty-Fourth or Jambazaar division
Thirty-Fifth or Mirsahibpet division
Thirty-Sixth or Royapettah division
Thirty-Seventh or Teynampet division
Thirty-Eighth or Theagarayanagar division
Thirty-Ninth or Mylapore division
Fortieth or Adyar division

DESCRIPTION OF THE CITY

Physical Features, Climate and People—Madras is the capital of the Presidency and the third largest town in the Indian Empire It has grown, as we saw, in a straggling and distended manner, on a strip of land about nine miles long and from three to four miles wide The site is almost a dead level and the highest point is only twenty-two feet above the sea This area is intersected by the Cooum and the Adyar Rivers, the Cooum flowing in a winding course through the centre of the City and the Adyar forming its southern boundary and separating it from the Saidapet Taluk of the Chingleput District on the south The mouths of both these are closed by sand-bars for the greater part of the year and, except for the rainy months, form salt lagoons The Buckingham Canal, otherwise known as East Coast Canal, is a series of connected channels running from the Krishna River in the north to the neighbourhood of Pondicherry in the South It goes right through the heart of Madras along the North and Cooum River and then across the Adyar River The breadth of the Canal at the bottom is about 30 feet, and the usual depth of water is from 2½ to 3½ feet It serves for boats carrying grains, salt, fish, fire-wood, chunam-shell and charcoal It is particularly useful for getting fire-wood

for the Madras City from the north, the boats carrying the cargoes sail when the wind suits, otherwise, they are towed or poled Each boat has two or three men to manage it Before Railway transport developed, many travelled in these boats which usually accomplished about 25 miles per day The familiar sight of boats towed with long poles or sailing with the wind along the Canal strikes the eye frequently

The Cooum River is one of the most prominent sights of the City It is crossed by numerous bridges in its winding course The most prominent of these bridges and that nearest to the sea, is the Willingdon (or St George's) Bridge over which the Mount Road runs from the Fort across the Island to St Thomas' Mount This Bridge stands on the site of a very old bridge existing from the beginning of the eighteenth century, and it was re-built as St George's Bridge in 1805 and broadened and strengthened a few years ago when it was named Willingdon Bridge in honour of Lord Willingdon, Governor (1919-24) The other bridges running over the Cooum are those that are near the Chetput Railway Station, the Anderson Bridge, the Commander-in-Chief's Bridge (built in 1825), the Harris Bridge, named after Lord Harris (Governor, 1854-59), and the two Chintadripet Bridges The Hutton Bridge (called previously St Mary's Bridge, on account of its proximity to St Mary's Cemetery) crosses the neck of the connecting canal between the Cooum and Cochrane's Canal

The Adyar is crossed by the Elphinstone Bridge which was built during the Governorship of Lord Elphinstone (1837-42) and by the famous Marmalong Bridge near Saidapet which existed even before 1726 when it was rebuilt by the Armenian merchant Peter Uscan, who left a fund for its maintenance The North River (*i e*, the present Cochrane's Canal) is traversed by the Basin Bridge, the Elephant Gate Bridge and the Wallajah Bridge leading from the Fort to the Island and built in 1756 after the river was diverted to its new channel The Buckingham Canal in its course in the south of the City is crossed by several bridges of which the most important is the mis-named Barber's Bridge Tradition ascribes the building of this bridge to an Engineer named Hamilton -a word corrupted by the Tamils into Ambattan (= a barber) A bridge on the site was originally built by the Portuguese in the seventeenth century to facilitate the communication between San Thome and Triplicane The mouth of the Cooum is crossed by the so-called Iron Bridge leading from the Beach Road into the Marina These bridges have all been made attractive with the equipment of bright electric lights in globes and with inscriptions giving their names and dates of construction Another attractive feature of the City is the series of stone-faced tanks which are maintained by the side of the important Hindu Temples and of which the beautiful Kapaleeswarar Tank in Mylapore is the most attractive

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WHY NOT YOURS?

A large part of the area of the City is alluvial, but here and there, particularly towards the western and southern ends it becomes gravelly The beach is sandy and the banks of the Cooum and Adyar Rivers are saline and swampy In the surrounding parts, even the slopes of the hills have been denuded of trees and shrubs and have become bare earth and rock

From about the beginning of December to the beginning of March, Madras enjoys what approximates to cold weather The months of March, April, May and June form the hot weather season It is in the latter part of this period that the South-West Monsoon brings to Madras a cool southerly wind and a few occasional showers This monsoon lasts for about three months from the end of June, though Madras does not derive much rain from it From about the middle of September, the wind changes in direction and it begins to blow from the North-East across the Bay This return monsoon gives rain all along the coast during the months of October and November The average annual rainfall is over 40 inches, of which the greater portion is given during the period of the North-East monsoon Madras, like other places on the coast of the Bay, is liable to severe cyclones and storms especially during the squalls of the monsoon winds There have been very many violent cyclones recorded in the history of the City, and in the days prior to the construction of the Harbour, the shipping in the unprotected roadstead was frequently and violently injured

The population of Madras is over half a million The Corporation has published a separate report dealing with the census of the City of Madras

The chief vernacular of the City is Tamil which is spoken by three times as many people as any other language Next comes Telugu which is the language of more than a fifth of the population Among the more numerous castes may be mentioned the Vellalas, the Vanniyas, the Balijas, the Weavers, the Vaniars and the Adi-Dravidas The Brahmins are more than usually numerous, forming over six per cent of the Hindu population There is a sprinkling of foreign races, like Burmans, Persians, Europeans other than British, etc

The Fort and the Divisions of the City Fort St George is the centre from which the City has expanded towards the north, the south and the west It has three principal gateways open to the public There is the sea-gate on the east leading to the Beach Road which runs from the north-eastern corner of George Town along the shore, and taking in the Marina, continues on to San Thome The other two gates are on the western front of the Fort and open respectively into the Mount Road and the Poonamallee

High Road. The Mount Road and the Poonamallee High Road together with the Esplanade-Broadway Road which continues on further north, may be regarded as the axial highways of the City, dividing it into four big areas. The Mount Road and the Poonamallee High Road were military in origin and built for military purposes. From the Mount Road, branches the Triplicane-San Thome High Road which was originally an important means of communication between Madras and San Thome. To the east of this last road, lie the suburbs of Chepauk, Triplicane, Krishnampet and San Thome. Between this road and the Mount Road, leading on to the south-west, lay what was known in the eighteenth century as the Great Choultry Plain which was an open expanse stretching as far as Mylapore and the Long Tank and including within it, the suburbs of Pudupak, Royapet, Pudupet and Teynampet. About the middle of the eighteenth century, garden-houses, (*i.e.*, bungalows with wide verandahs situated in extensive compounds) came to be built by the European residents of the settlement who no longer cared to live in the crowded tenements within the Fort. Between Mount Road and Poonamallee High Road lie the villages of Egmore and Chetput on its west, Nungambakkam and part of Pudupet on the south-west. The Cooum-enclosed suburb of Chintadripettah is in the eastern angle of these two roads. To the north of Poonamallee Road lie George Town, the People's Park, Periamet, Vepery and Purasawalkam and Kilpauk, and to the north-west are the crowded Choolai and the less-crowded Perambur between which is situated the Mill area. George Town is separated from the Fort by a large area of Esplanade ground and has an indented outline on its south-eastern side. It extends in an unbroken mass northwards up to the limits of the old north wall and westwards up to the Cochrane's Canal. Its northern and western limits are roughly indicated by the railway line from the Central Railway Station to Basin Bridge and the cross-line from the Basin Bridge Station to Royapuram. The northern suburbs of Washermanpet and Royapuram which lie immediately to the north of George Town and the more out-lying Tondiarpet bring the northern limits of the City almost up to the ancient temple-town of Tiruvottiyur. The railway line running north forms the western limit, on a rough plan, of these northern parts. Expansion has been taking place in the shape of the growth of new residential quarters in the sparsely-peopled areas of Nungambakkam by the side of the Long Tank and to the west of the Mount Road across the Long Tank into the village of Mambalam.

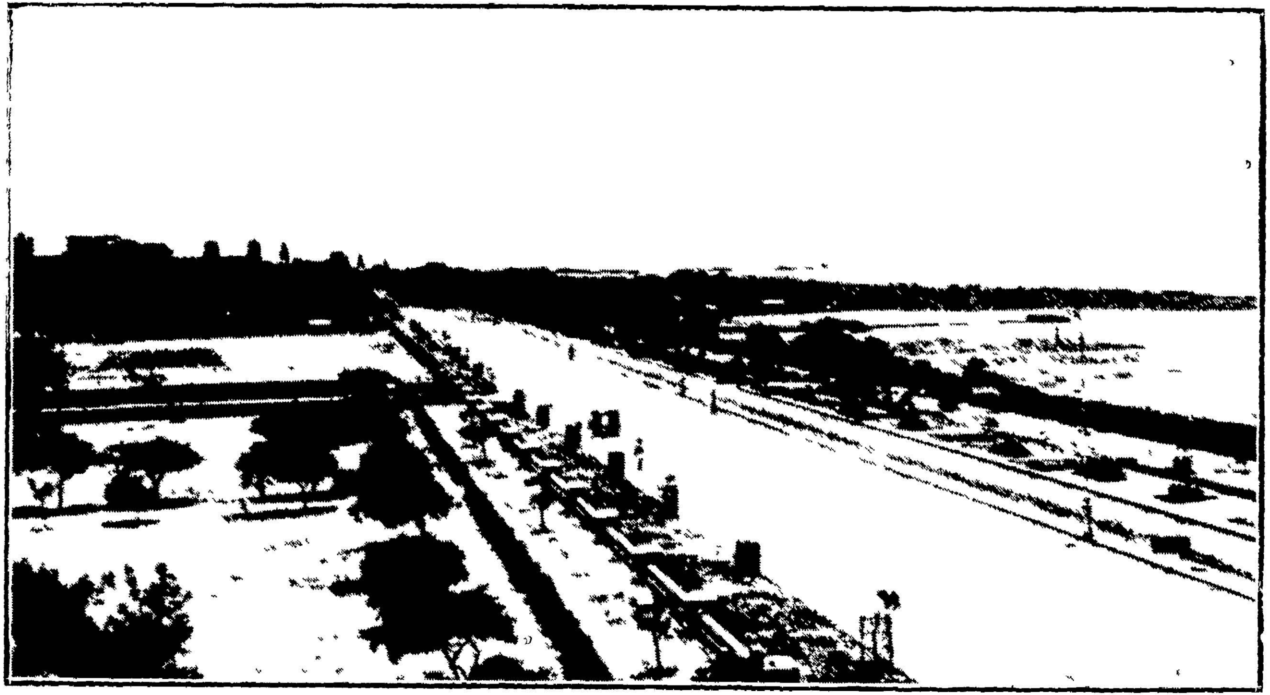
The Municipality was extended so as to include the last-mentioned area and its limits now go up to the South Indian Railway line near Saidapet.

The traveller, who arrives by train either through Saidapet or Perambur, sees very little of the City proper, and in fact any

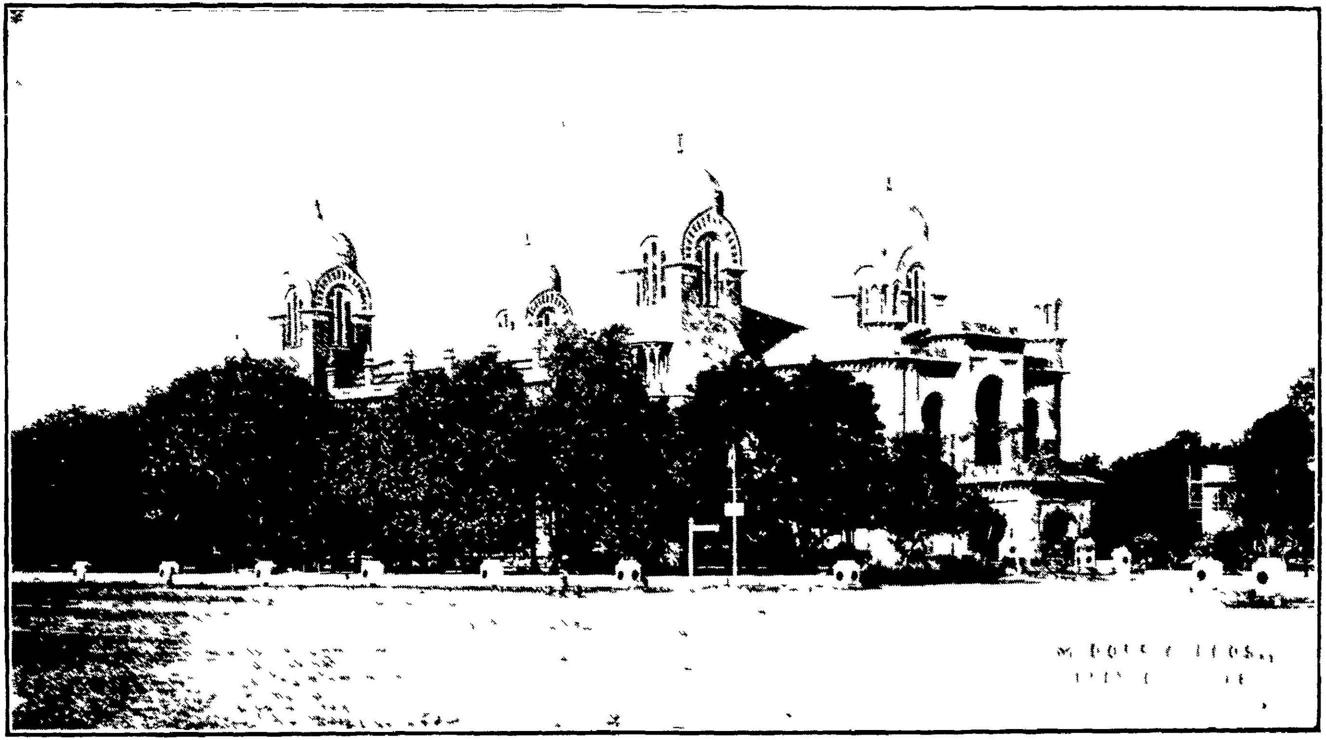
one coming from Calcutta to Madras and arriving at the Central Railway Station does not see anything of the City except the evil-smelling Buckingham Canal and the Mills It is said that in olden days, before the growth of the foreshore, Madras presented a vista of noble buildings fronting the sea with the Fort and its structures There is now the group of the Law Courts Buildings, but the fair view of this part of Madras has been marred by the protruding cranes, oil-tank installations and other appurtenances of the rapidly growing port The huge oil tanks situated near the Royapuram Beach are the northern landmark of the City The spire of the San Thome Cathedral forms the landmark on the south

The Marina —From San Thome to Fort St George runs the broad Marina along the sea front for more than two miles Sir M E Grant-Duff (Governor, 1881-86), who constructed it gave it, from old Sicilian recollections, the name of the *Marina* The resemblance was brought home to him, when, as he was walking along the fine promenade with an Italian visitor, General Saletta the latter suddenly said to him, 'On se dirait a Palerme' Here all Madras pours out of an evening on foot, on bicycles, in carriages, in motors, to meet the cool evening breeze that blows in from the sea On the land side of this road there is a row of buildings some of which are very stately like the Senate House of the University of Madras designed in the Indo-Saracenic style by Chisholm, the Government Architect, the beautiful Chepauk Palace, the Presidency College and the plain, but striking, group of buildings accommodating Queen Mary's College for Women

George Town —The Marina Road runs over a bridge (the Iron Bridge) across over the mouth of the Cooum and becomes the Beach Road running beneath the walls of the Fort into George Town George Town itself is a rough parallelogram dividing itself into long north and south streets chequered by transverse east to west streets The southern base of the town on the east side is the Esplanade Road which is flanked by the High Court Buildings, the Law College and the Madras Telephone Company buildings on the one side and by the half-Gothic structures and spires of the Christian College buildings and the noble Y M C A building on the north side The Esplanade Road, known as the China Bazaar Road, has a western projection running right up to the neighbourhood of Elephant Gate The classic edifice, known as Pachaiyappa's Hall, built in 1850, after the model of the Athenian temple of Theseus, which, along with its supplementary buildings, accommodates the well-known College of the same name, stands at the point of the



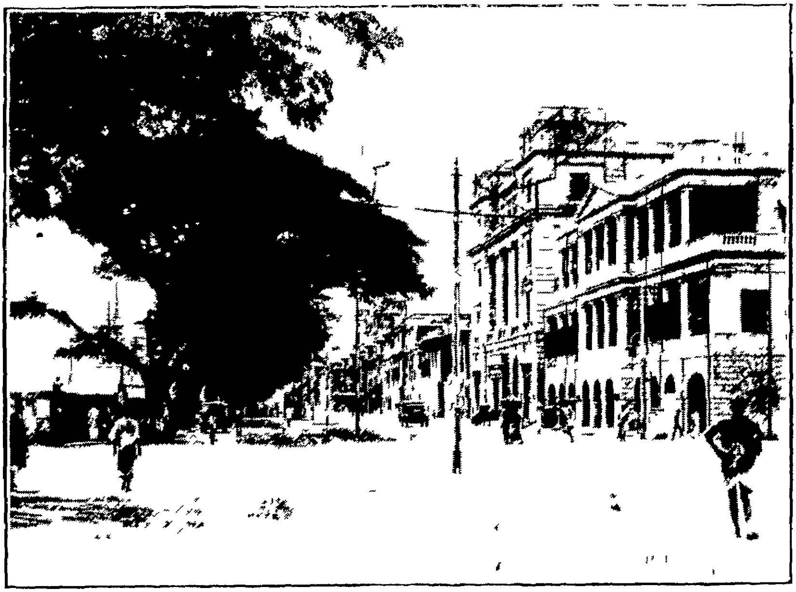
MARINA VIEW



SENATE HOUSE

PARRY'S CORNER VIEW

Esplanade Road where it narrows into the busy heart of the town. A little distance down this road lie the crowded Flower Bazaar and the Town temple which flanks the China Bazaar Road. It is crowded with bazaars and is one of the most congested thoroughfares of the City. It may be said to be a rough dividing line between the northern and southern portions of George Town. The most important north to south arterial streets of George Town are, the First Line Beach extending from Parry's Corner to the Customs House and beyond. It originally stood close to the Beach and is lined by a series of big structures some of which are noteworthy, like the Imperial Bank and the General Post Office buildings. West of this First Line Beach is the Second Line Beach which branches into two streets: Thambu Chetty Street called after a merchant of that name in the eighteenth century, Armenian Street which indicates that a prosperous colony of Armenians originally lived in the Settlement and Broadway reclaimed from waste land by Stephen Popham about a hundred and fifty years ago, are the chief north to south parallels besides the First Line Beach in eastern George Town.



FIRST LINE BEACH

Broadway is still the dividing line between the two parts of George Town, Muthialpettah and Peddunaickenpettah noted above, even as the canal which ran along its course was in former days. The China Bazaar Road is at right angles to the well-known

Mint Street, so called after the Mint which was once located in the buildings at its northern extremity, and which runs right through to the southern end of George Town abutting on the General Hospital Road

Mint Street is the heart of the City and is crowded with a colony of numerous Gujarati and Marwari merchants and money-lenders, after whom, the middle part of the street (with the neighbourhood) has been named Sowcarpet Smaller parallels to Mint Street are Govindappa Naick Street, Godown Street whose name is indicative and where the bulk of dealers in cloth reside, and Devaraja Mudali Street and Nayniappa Naicken Street, all full of small traders and very busy traffic

In Muthialpettah, *i e* , George Town to the east of Broadway, are the two old Hindu temples of Katchaleswarar Pagoda built about 1725 by the prominent merchants of the left-hand group and the Malleswaran Pagoda at the northern end of Thambu Chetty Street In Peddunaickenpettah, *i e* , the town to the west of Broadway, stand the old Town Temple dedicated to Chennakesava, the patron deity of the place, which was shifted to its present site about the middle of the eighteenth century, the Ekambareswarar Pagoda in Mint Street which was built towards close of the seventeenth century by Alangatha Pillai, a chief merchant of the Company, and the Kandaswami Temple which is sacred to the Beri Chetty merchants of the locality Besides these, there are several other temples distributed in the various parts of the town and two Jain shrines built in Mint Street by Marwaris who are of that religious persuasion and mosques erected in localities where the Mussalman population has congregated

The offices of the Madras Corporation, before they were removed into the stately Ripon Buildings in the People's Park, were located in Errabalu Chetty Street, one of the transverses of Muthialpettah A continuation of the above street into West George Town is known after Audiappa Naick, a former merchant, and the great produce and vegetable market of the City known as the *Kotwal Chavady* is situated in this street

George Town which is divided for municipal purposes into several divisions, has been the oldest element in the City's composition How it has grown into its present shape, has been detailed in the previous section It is very overcrowded and some of its lanes and slums are very congested It has been cut off from possibility of expansion on the south by the Esplanade and on the west by the Railway line and the Buckingham Canal which have at the same time created difficulties in the way of adequate surface drainage.

By Courtesy of the South Indian Railway

EGMORE RAILWAY STATION, MADRAS

The Western Suburbs —The chief suburbs in the west of George Town are Perambur, Choolai, Purasawalkam and Vepery The Mill area is situated in the wedge between Perambur, Vepery and Basin Bridge and the north-western corner of George Town Originally all this area was a low-lying swamp but a portion of it has been reclaimed and properly drained by the authorities of the Buckingham and Carnatic Mills which were started about 1880—more than fifty years ago Both were founded by Binny & Company which itself is an old Madras firm started by John Binny, an eighteenth century supercargo on an East Indiaman These Mills employ more than ten thousand hands and have set an example to Indian industry in the conditions of employment that they offer to their workmen Round the Mills have grown regular lines of workmen's cottages equipped and supplemented with proper open spaces and recreation centres and a few good elementary schools for the benefit of the workmen's children

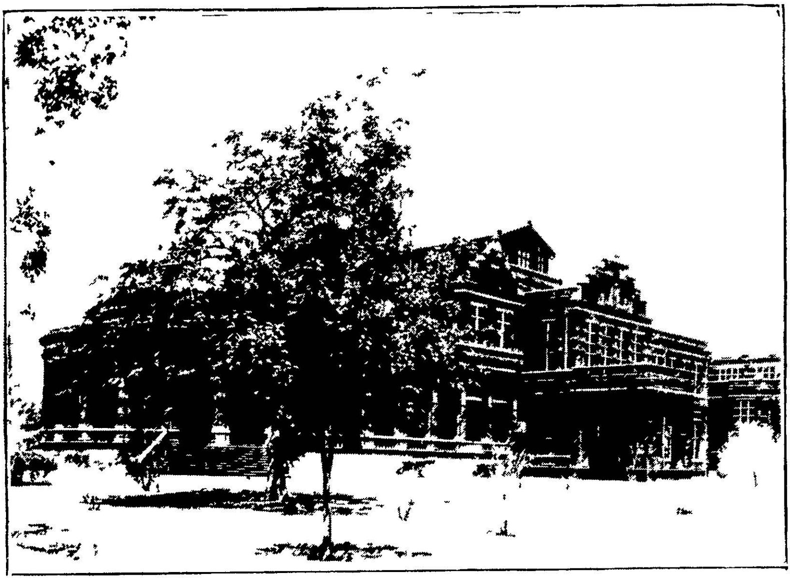
Vepery and the adjacent Purasawalkam were originally popular as residential quarters for Europeans and Anglo-Indians and even to-day, the former is inhabited by a large number of Anglo-Indians There are several churches in this region, and the most interesting of these is St Matthias', Vepery

The main roads traversing these suburbs are the Choolai High Road projecting itself through Hunter's Road and going down to Kilpauk and the Road which leads from the People's Park through Periamet to Vepery Transverse north to south streets are furnished by the Sydenham's Road skirting the People's Park on the west, Rundall's Road leading from the Madras Electric Supply Corporation offices by the side of Poonamallee Road into Vepery, and Ritherdon Road Kilpauk is still a favourite residential quarter of Europeans but contains a good proportion of bungalows of Indians who have come in the last three or four decades to appreciate the advantages of living in garden-houses

Chintadripettah and Egmore - To the south of the Poonamallee High Road lie the suburbs of Chintadripet and Egmore, while the Spur Tank is wedged in between the latter and Chetput In Chintadripet, there is nothing much of historical or architectural interest except perhaps its origin which has been detailed in the previous section Skirting the Cooum on its southerly course, is the Napier Park, named after a former Governor In Egmore the chief buildings worth a visit are St Andrew's Kirk to the north of the South Indian Railway Station which, with its perfect proportions and graceful spire, strikes the eye most attractively The Kirk is of solid masonry and no timber has been used except for windows and doors The interior is a fine circular hall surmounted by a dome and the exterior is Ionic and the entrance to

the Church is on the west, being supported by a colonade with fine pillars of the Ionic order To the north of the Kirk and now separated from it by a road which is designed to carry an overbridge over the South Indian Railway Line, is the School of Arts originally started in 1855 and serving as a combined Art and Industrial School

The Egmore Railway Station itself was recently rebuilt in the Indo-Saracenic style so much affected in Madras, of which the Senate House and the Imperial Bank Buildings are the other most prominent examples It stands on the property of the Civil Orphan Asylums and faces south, where there are two fine porticos



MUSEUM BUILDING

On the Pantheon Road (so called because it skirted the old property known as the Pantheon), are situated the Government Hospital for Women and Children, one of the largest of its kind in India, the Central Museum and the Victoria Technical Institute The Museum is a collection of buildings in an extensive compound the nucleus of which was known in former days as Pantheon (or Assembly Rooms) wherein Madras society disported itself at the end of the eighteenth century The old Pantheon has been extended and improved beyond recognition now It came into Government possession in 1821 and was used as a Land Customs Office and as the Collector's Cutcherry It was later converted into the Museum

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to which besides an additional building, the Connemara Public Library and the New Theatre have been added.

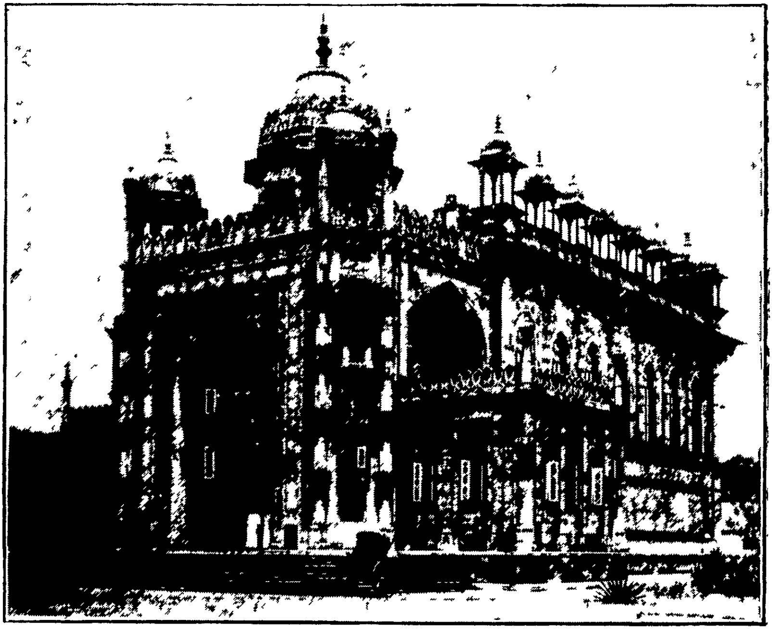
The Museum contains departments of Natural History, Comparative Anatomy, Systematic and Economic Botany, Mineralogy and Geology, Industrial Arts, Ethnology, Antiquities and Archaeology. The Ethnological, Industrial and Arts departments as well as the magnificent collection of old arms and implements of war which were removed from the Arsenal in the Fort, are housed in the new building to the south of the Connemara Library. This building was originally intended to accommodate the Victoria Technical Institute founded in commemoration of the great Queen's Jubilee of 1887, but was subsequently handed over to the Museum for the accommodation of its overflowing galleries, while a new and fine structure was built in the adjacent compound for the Institute. These connected buildings of the Museum were constructed in the time of Lord Connemara (Governor, 1886-90). When the noble Library was built according to the design of Mr. Irwin in the Indo-Saracenic style which he much favoured, it was found that there were no books to put into its magnificent alcoves fitted with fine book-cases. Accordingly, the surplus of the Government Secretariat Library was transferred to it as well as the latter's old collection of early Madras newspapers. The Library has been since steadily added to and facilities have been recently started for the loaning out of books to accredited individuals. Till recently, the buildings accommodated in one wing, the collection of the Madras University Library which has since been housed in the magnificent structure constructed to the north of the Senate House on the Marina.

Before the University Library was formed, the Connemara Library housed, like the hospitable host that it has been, the large and valuable Library of the venerable Madras Literary Society which was started in 1818 and was first located in the Old College Hall and now has got a fine habitation of its own in that compound itself.

The theatre adjacent to the new galleries of the Museum, was first designed as a lecture hall, a rostrum projecting from the stage. It is under the control of the Superintendent of the Museum and can be used for concerts and dramatic entertainments with his permission.

The Victoria Technical Institute is a fine building in which the Mughal style of Northern India is adapted to Madras requirements. It is faced with a pink-coloured sand-stone characteristic of Mughal buildings. Its fine gateways resembles that of Akbar's dream-palace at Fathpur-Sikri, and the large hall has a marble floor and a fine ceiling with relief ornament in chunam. Its

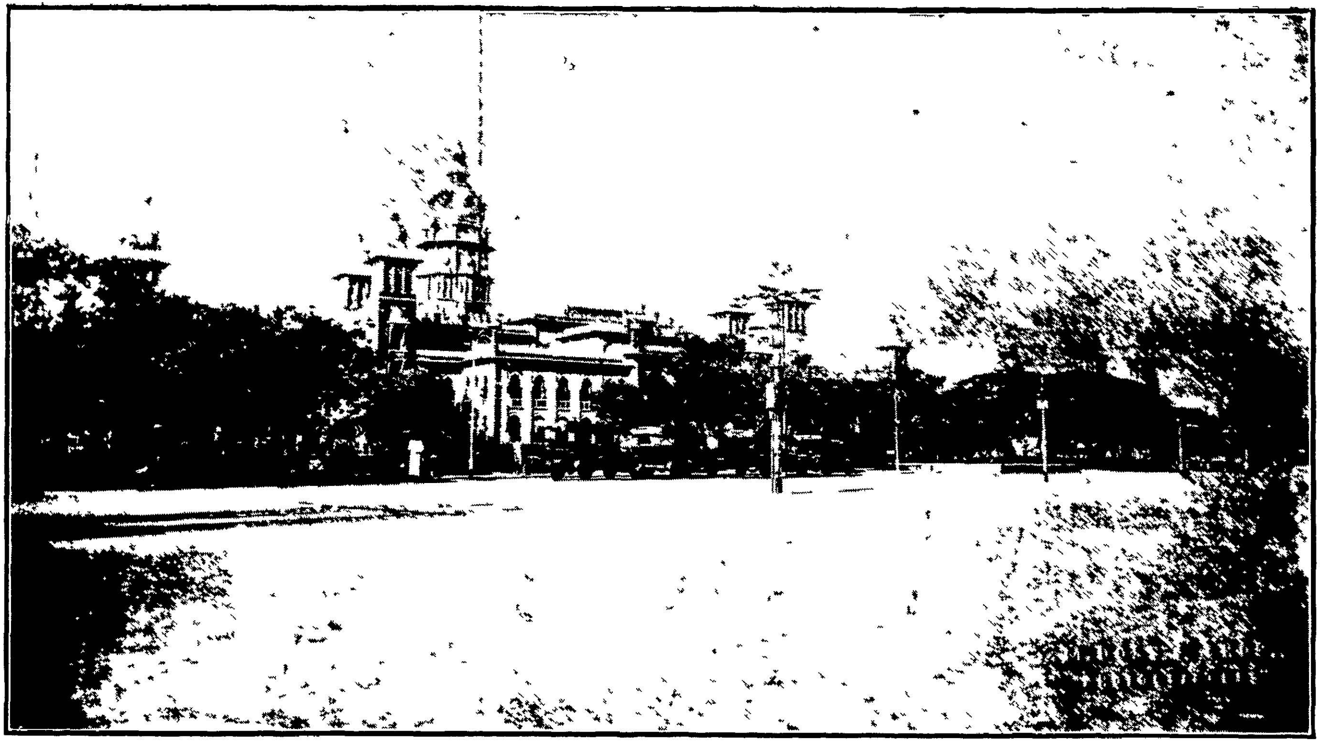
foundation stone was laid by His late Majesty King Emperor George V on the occasion of his visit to Madras when Prince of Wales The exhibits include historical muslins and printed calicos, fine Madras embroideries, silk scarves, jewellery, brass, copper, ivory and wood work, rugs, carpets and lacquer work—all being products of the indigenous arts and crafts of the country.



VICTORIA INSTITUTE

Nungambakkam, Pudupet, etc—The Pantheon Road leads on through Anderson Bridge across the Cooum to Nungambakkam which is a principal residential suburb for Europeans and whose Indian village is now becoming increasingly popular The Old College on the banks of the Cooum was originally so named because in it was located the College of Fort St George for the training of Junior Civilians The Madras Dramatic Society and the Madras Literary Society used to find a habitation here, but it is now used as the offices of the Director of Public Instruction and of connected educational authorities

Adjacent to the Old College are the buildings of the Madras Literary Society and the residential institution for women known as the Women's Christian College. In another part of Nungam-



HIGH COURT BUILDING

bakkam, a Jesuit institution known as the Loyola College has risen in the last few years to great prominence and covers a very large area filled with its numerous hostels, residential quarters for professors, and playgrounds

From the eastern end of the Anderson Bridge a road known as the Commander-in-Chief's Road (so named from its vicinity to the old Commander-in-Chief's residence which is now the Victoria Buildings), leads on to Mount Road across a bridge (the Commander-in-Chief's Bridge) over the Cooum

Enclosed between the Pantheon Road and Commander-in-Chief's Road, are the villages of Pudupet and Komaleswaranpet, the latter being a neat little residential area with a few fine houses The bridge over the Cooum leading from Komaleswaranpet to Mount Road is known as the Harris Bridge named after one of the former Governors of the Presidency

Pudupet lies to the south-west of the Harris Road leading from the bridge to the Pantheon Road It is a congested quarter but on the outskirts of it is located the Government Ophthalmic Hospital originally founded in 1819 and now enjoying a reputation as one of the best hospitals of its kind in the world A new building has recently risen on the Commander-in-Chief's Road by the side of the Cooum for locating the Masonic Lodges of the City

The High Court and Connected Buildings —Leaving these above-mentioned suburbs and going back to the Fort area, we have in the Northern Esplanade, a great block of red buildings known collectively as the High Court, but they house, besides the High Court, the Small Causes Courts and the City Civil Court The western portion is separated from the eastern block by a roadway which is arched over with a passage It serves to accommodate one of the Court rooms while the ground floor is occupied by the Printing Press of the High Court and the wings are taken up by Advocates' Chambers All the Court rooms in the buildings—a few additional court rooms were added on the east front a few years ago—are ornated and flagged with white and black square stones and lighted through beautiful stained-glass arches, besides being adorned with fine stucco panels on the walls In the middle of the buildings rises the Lighthouse Tower to a height of 160 feet above the sea level The lighthouse was built to take the place of the old dismantled one which stands in the north of the High Court Park—a handsome stone-faced Doric column which did service for more than half a century In the crypt on the first floor under the Lighthouse Tower, is a good-sized statue in marble of Sir T Muthuswami Iyer, the first and one of the ablest of

Indian Judges in the Presidency whose honoured memory was perpetuated in this fashion by an admiring public The sculptor, Mr Wade, had nothing to work on except a faded photograph of the Judge and a few hints that his colleagues gave him about his appearance, but the likeness is remarkably good

Adjacent to the northern compound wall of the High Court are two statues, one on either side of it The statue outside is that of Dr Miller, the great Missionary Educationist of South India looking across the street on the buildings of his College which he helped so much to prosper The other, situated inside the compound, was recently erected It depicts the sitting figure of Sir V Bhashyam Iyengar who was perhaps the keenest of the Indian lawyers of his generation

To the south of the High Court buildings has risen a new structure for the accommodation of the Small Causes Courts which has relieved the present congestion of space in the buildings A short distance to the west, is yet another block of red brick picked out in stone, built in the same Indo-Saracenic style as the High Court itself This is the Law College, a proper adjunct of the Court buildings to which it forms a fitting counterpart The gateway faces north-west and the building is irregular in outline, but the gate is flanked by two cupola-crowned minarets and the courtyard within has an ornamental fountain which, with the foliage grown round it, gives it a decidedly 'Mauresque' appearance The Law College was built on the site of the old English burial-ground in the Old Black Town Its playgrounds contain even now a couple of tomb-stones of the seventeenth century fitted in a tall pointed building of quaint design as well as a large square stone-vault of the Powney family well known as merchants of the eighteenth century The Law College and the High Court form a fitting side-setting to the wide boulevard of the Esplanade

The Fort Area —The Fort area stretches for nearly a mile from the High Court Park on the north, down almost to the mouth of the Cooum on the south We saw how the Fort had come into its present shape by the last quarter of the eighteenth century and how in the piping days of peace that followed, the outer battlements were demolished and the moat except for a small stretch on the west front was filled up Even the coast batteries—built as out-defence for the Fort—one at Royapuram known as Clive Battery (in memory of Governor Clive), the second opposite the Law Courts and the third near the mouth of the Cooum—have been neglected, the middle one having been pulled down in its entirety to give room to the expanding needs of the Port and the Railway

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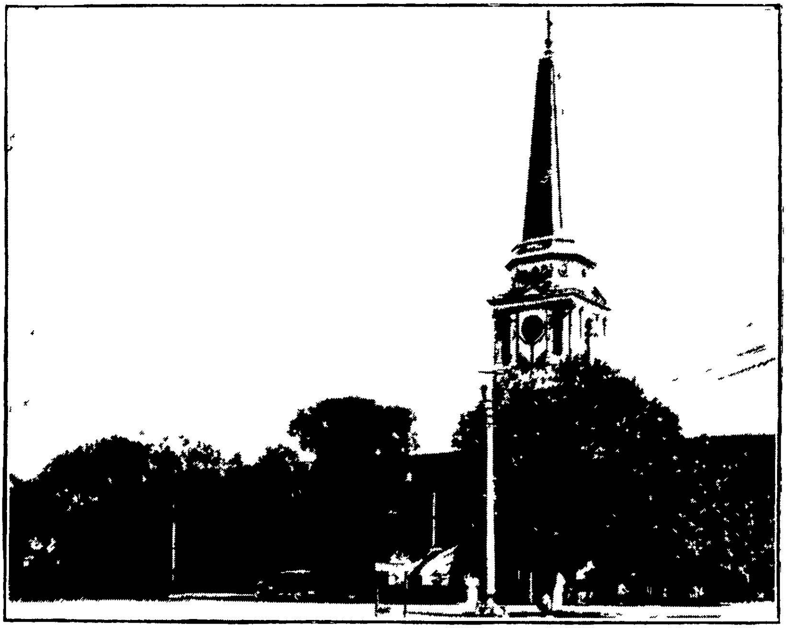
The Legislative Council Building—Set over the old Sea Gate of the Fort with its double entrance, is the Legislative Council building, which is faced with the historic black-stone pillars of which mention has been made already Its central hall, in which the Legislative Council meetings are held, is a large and handsome apartment paved with black and white stone, and having wooden galleries at the east and west ends for visitors, and wooden wainscotting In it there is a bust of the Rt Hon Mr Edwin Montagu, the main author of the Montford Scheme of Reforms of 1919 At the door of the hall is a brass wall-tablet that states that the historic pillars on the facade were built into the structure at the desire of Sir Arthur Lawley (Governor, 1906-11), in whose time the old Banqueting Hall which stood on this site was demolished, to give place to this

The Flagstaff—The flagstaff of the Fort, said to be the highest in India, stands on the massive redan of the Sea Gate Unfortunately the Sea Gates have been superseded by two modern park gates of wrought iron erected in honour of the Council Chamber, but they stand apart from the fortifications and are incongruous in their present surroundings

The Officers' Mess—To the north of the Legislative Council Chamber which contains also the offices of the Ministers of the Government, is situated the Officers' Mess which was used for a long time as the Madras Exchange and on whose roof a lighthouse was erected as early as 1795 Within the Fort area, are streets and cross-roads lined with buildings and barracks which evoke in us memories of the growth of the English power in South India and conjure up before our vision the shades of Clive and Lawrence, Sir Eyre Coote and Sir Thomas Munro and other makers of British power in this part of the country

The Secretariat and St Mary's Church—The Secretariat Buildings fronting westward are adjacent to the Legislative Council and are the historic successor of the earliest factory-house built by Cogan and Day The central portion of the building dates back to the end of the seventeenth century To the west of the Secretariat is an open ground part of which was formerly enclosed within what was known as the Fort Square and which served as the parade ground To the south is St Mary's Church which was built by Governor Streynsham Master and consecrated for divine service in 1680 The vicissitudes through which it has passed were noticed in the previous section as well as the origin of the closely-set grave-stones covering its yard The interior of the Church is whitewashed, but much of the wall space is covered with handsome marble tablets of great historic interest It contains, among others, a tablet erected to the memory of the

famous missionary Schwartz who attained to great reputation in Tanjore and to whom the Rajah of Tanjore confided the care of his son Serfoji as well as the regency of his kingdom There is a floor tablet in the Church to the memory of Sir Thomas Munro, Governor (1820-27), who died in July 1827 and of whom there is



ST MARY'S CHURCH

a fine equestrian statue mounted on a lofty pedestal in the middle of the Island Ground on the Mount Road In one of the corners of the Church is a life-statue of General Conway, who was popularly known as 'the Soldier's Friend' and whose gardens at Kilpauk were purchased by Government and utilised for the Female Orphanage and Asylum To the right of the chancel is a plain gravestone inscribed 'In Memoriam' It marks the resting place of Lord Pigot who was twice Governor of Madras and successfully defended the fort at the time of Lally's siege Pigot is closely associated with the re-building of theFort but his end was miserable as we saw

A beautiful oil painting of the 'Lord's Final Supper' which hangs above the Communion Table is supposed to be the work of a pupil of the great Raphael, the chalice having been painted by Raphael himself The Church Registers are of considerable value for the student of Madras history and date from the time of its first

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consecration The silver plate is also historic and part of it was presented by Governor Yale Among the interesting records are the entry of the baptism of three children of Job Charnock, the founder of Calcutta, and the marriage of Clive, the victor of Plassey in 1753, to Margaret Maskelcyne, a Madras resident

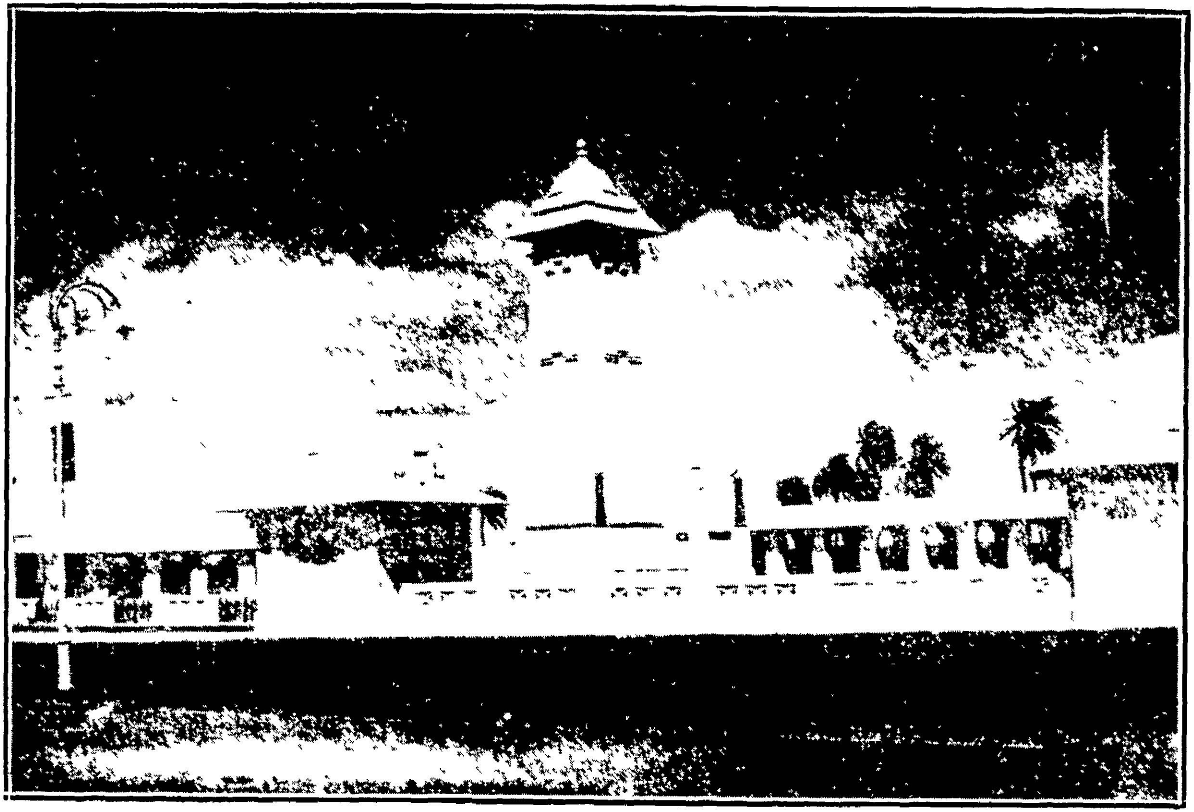
The Accountant-General's Office—The Accountant-General's office to the west of St Mary's Church has got an interesting growth It was originally the residence of an Armenian merchant and was leased out by Clive and others It was finally acquired by the Company after the Armenians were evicted from the Fort, and served as the Admiralty House as well as a place of entertainment

The other buildings in the Fort worth notice are the Arsenal and the King's Barracks both of which were built in the latter part of the eighteenth century

The Victory Memorial—Soon after the close of the Great War of 1914-18 an influential Committee of the citizens of Madras was formed with the object of commemorating the victory of the allied armies and the happy ending of the War The outcome of their labours is the Victory Memorial located on the Marina between Fort St George and the Napier Bridge at the point called Cupid's Bow In 1936 the Victory Memorial Committee handed over to the Corporation of Madras the Memorial along with an endowment of Rs 50,000 for the proper maintenance thereof It is now under the care of the Corporation Memorial services on Armistice Day are held here

A statue near the Victory Memorial buildings was recently erected to perpetuate the reign and name of the late King Emperor George V

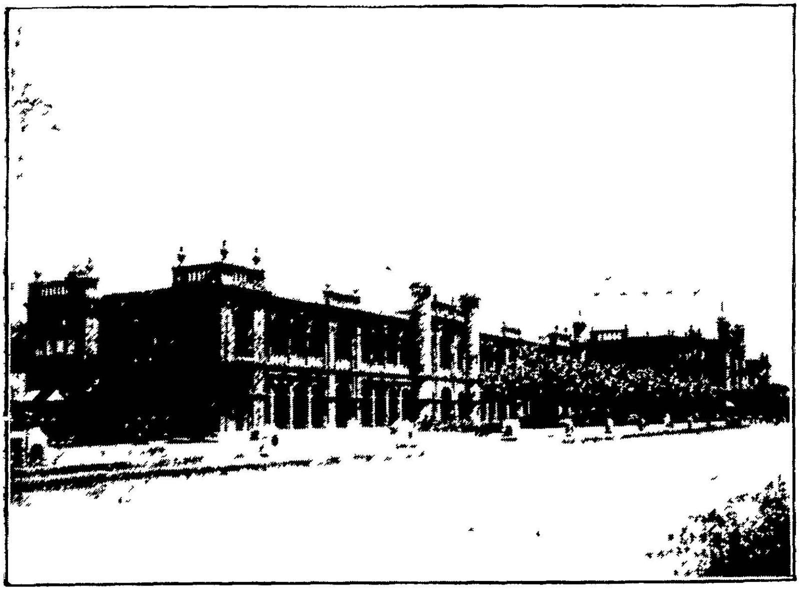
Buildings skirting the Marina—Chepauk Park—Skirting the Marina which begins from the Iron Bridge, on its west, there comes first the stately University Buildings, very recently constructed, in which is housed the University Library The Senate House, which comes next was finished in 1879 It is built in the Indo-Saracenic style according to the design of Mr Chisholm Its great hall is raised on a basement floor In one of its corners, is a marble bust of Lord Hobart, Governor (1872-75) The Syndicate room on the north is ascended by a fine double teakwood staircase and is adorned with a number of paintings of several persons connected with the growth of the University of Madras, like Dr Miller who was its Vice-Chancellor for some time and Lord Napier and Ettric, Governor (1866 72) To the south of the Senate House, is a beautiful bronze statue of Queen Victoria under a canopy which was donated by Raja Gajapathy Rau as a Jubilee memorial in 1887 In the garden to the east of the Senate House facing the Marina, are bronze statues of V Krishnaswami Iyer, an



THE VICTORY MEMORIAL

eminent lawyer and politician who rose to be a member of the Executive Council, and the great Mr G K Gokhale

The Chepauk Palace is now utilised for accommodating the offices of the Board of Revenue and of the Public Works Department The tower between the northern and southern blocks of the Palace was erected by Mr Chisholm The portion occupied by the Board of Revenue which contains the Durbar Hall of the Nawabs is the most distinctive piece of Moorish architecture in the City and in the opinion of some, is the finest building in Madras To the rear of the Senate House and the Chepauk Palace, runs the Buckingham Canal which, in fact, cuts up the whole of the Chepauk Park into two halves The garden of the Government House



THE CHEPAUK PALACE

runs up close to the Canal, and on the southern side is a finely laid out ground of the Madras Cricket Club which has got a comfortable and well-found pavilion To the south of the P W D buildings are the grounds of the Presidency College which is a handsome and imposing structure built in the sixteenth century Italian Renaissance style and surmounted by a curious central dome underneath which is a fine marble statue of Mr E B Powell, one of its former Principals and a pioneer of western education in the country The Presidency College has been recently added to by the construction of costly up-to-date laboratories which make

it the leading educational institution in the country and a model of what a college should be

To the west of the Presidency College but separated from its grounds by the Buckingham Canal, is the Victoria Students' Hostel originally built with the assistance of Government to provide a home for students attending the numerous colleges in the southern portion of the city Part of the Hostel Blocks is dedicated to the memory of Professor P Ranganatha Mudaliar, an educationist of great reputation of the last century The block of buildings in the Chepauk Park including the Presidency College occupies the area from the Wallajah Road to the head of the Pycroft's Road, which is the main thoroughfare running west through the heart of Triplicane

Triplicane Area —Triplicane is a very crowded suburb and owes its fame and popularity to its ancient Sri Parthasarathy Temple The temple has a tank in front of it, faced with fine stone steps It contains some particularly fine carvings and images of which the most notable ones are the representation of Sri Krishna with his consort Rukmani and his brothers Balarama and Satyaki located in the inner shrine The figure of Sri Parthasarathy, *i e*, Sri Krishna, is scarred with arrow wounds that he received in the epic battle of the *Mahabharata* when he helped Arjuna and drove his chariot Tirumangai Alwar, one of the twelve Vaishnava saints whose date is ascribed to the eighth century, sang of this temple as having been founded by a Pallava monarch It was later on endowed by Chola and Pandya kings, but their inscriptions were misplaced and scattered in the course of its renovation in Vijayanagara times From internal evidence it appears that the temple was restored by a pious citizen in 1564 A D There are fragments of tombstones in Roman characters which are found near the *Garba-griha* Their presence in this place is unaccountable

There is also a big Mosque in Triplicane

South Marina —To the south of the Marina and of Pycroft's Road are situated the playgrounds of the Presidency College and the pavilion which is the provincial headquarters of the Boy Scouts movement standing in what is known as Lady Wenlock's Park After an open stretch, dotted with ruined sepulchres behind which is a fisherman's Kuppam, we come to the peculiar structure known as the Ice House which is now used as a home for Brahman widows and whose vaults were originally intended for the storage of natural ice brought by sea

Close by it on the west has risen the Government College for the training of women teachers, named after Lady Willingdon,

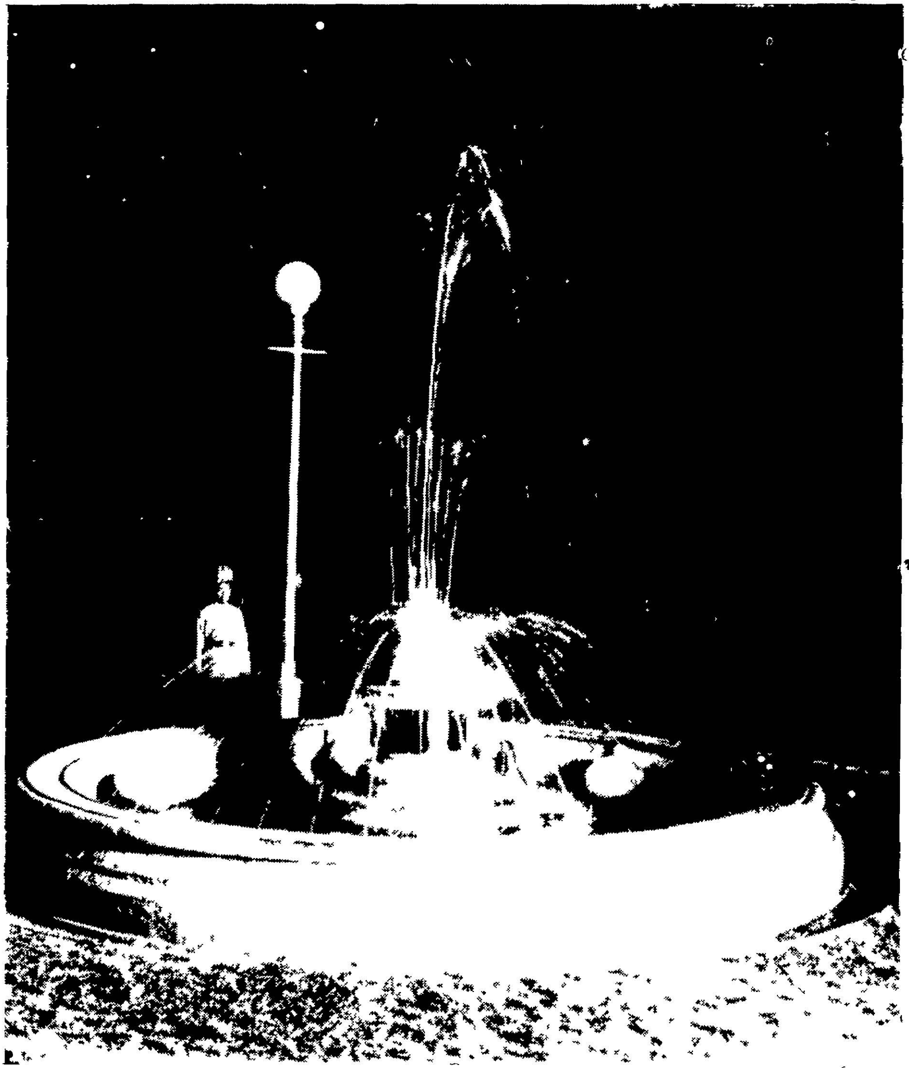
who was the Vicereine of India. Again there is a stretch of ground marked by a fishing village till we come to the gleaming group of buildings known as the Queen Mary's College for Women. Main roads, parallel to the Pycroft's Road, start west from Ice House and from the northern and southern bounds of the Queen Mary's College compound, and they are respectively known as the Ice House Road which forms the southern limit of Triplicane Town, Lloyds Road which runs on and meets Mount Road near the Cathedral and Edward Elliot's Road which runs on through the Cathedral Road to Nungambakkam. The road is named after Edward F. Elliot who was the son of a Governor of Madras and

TRIPLICANE MOSQUE

was himself one of the Sessions Justices of Madras. His name is given to the Beach which lies to the south-east of Elphinstone Bridge beyond the Theosophical Gardens and which is a favourite resort of bathers.

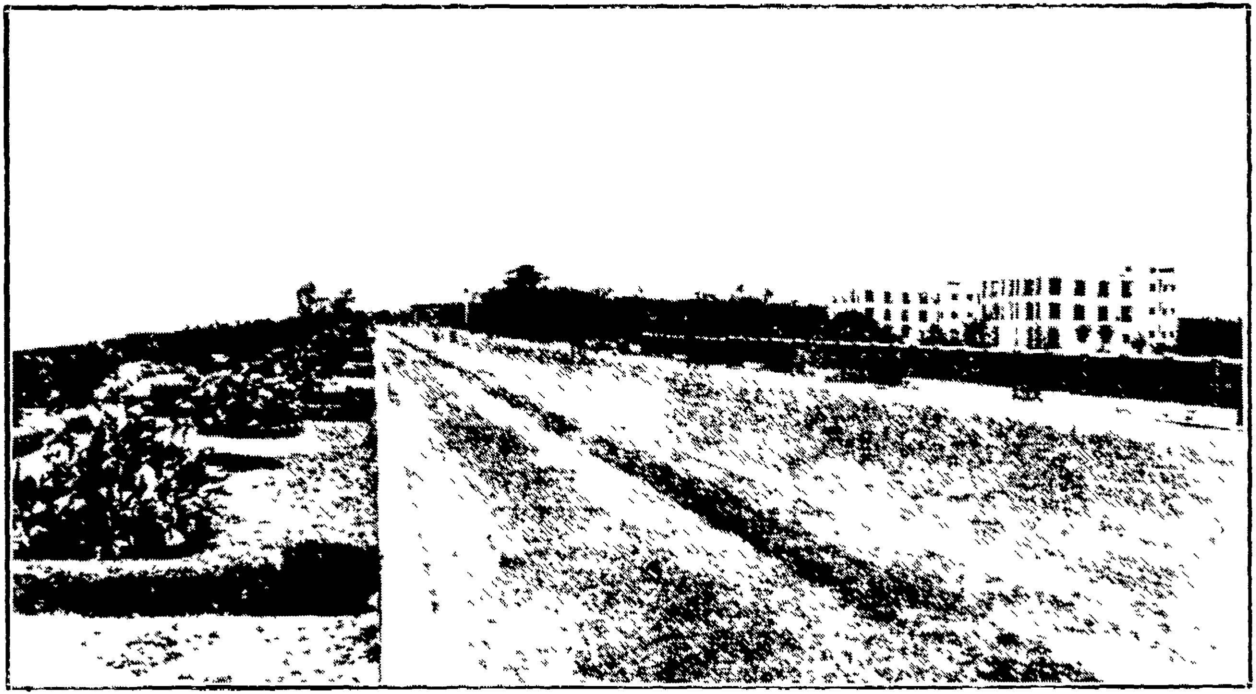
The ornamental fountain near the Queen Mary's College which is on show daily between 6 and 7-30 P.M. has become a centre of attraction and large crowds of people can be seen enjoying the sight.

San Thome—The Cathedral.—To the south of Edward Elliot's Road, we have, facing the Marina, the offices of the Inspector-General of Police, a little to the south of which the Marina ends. The road continuing it is known as the San Thome High



ORNAMENTAL FOUNTAIN

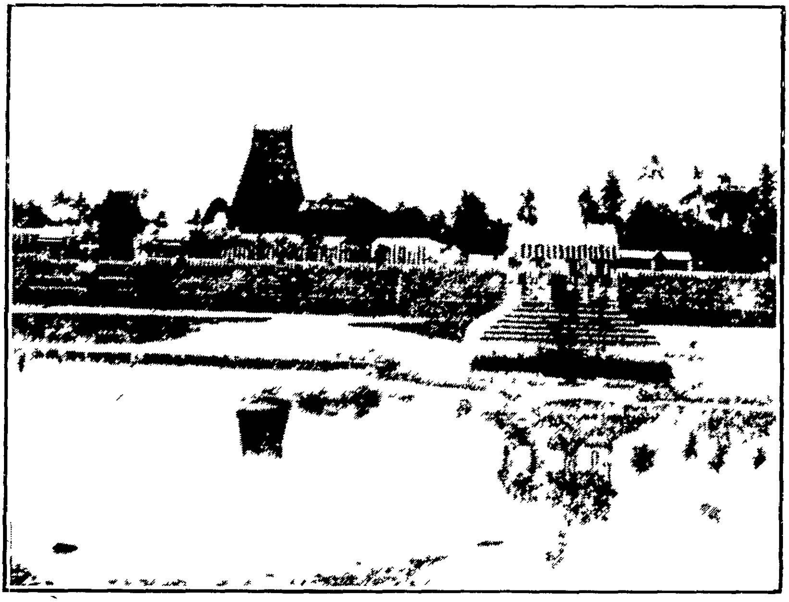
Road, being an old street that ran north to south through the San Thome Fort of the seventeenth century. The most important object of interest to the visitor in the locality is the San Thome Cathedral. The nucleus of the Church is said to have existed from very early times. It was at first under the control of Nestorian Christians from Persia and came into Portuguese possession when they settled at the place in 1552. It was when the Portuguese were



SOUTH BEACH ROAD—JUNCTION OF LLOYDS ROAD

re-building the old Chapel, that they stumbled upon the grave of Apostle Thomas and then they built a small church which became a Cathedral on the creation of a separate bishopric for San Thome by the Pope in 1606 This Church was subsequently enlarged, but was demolished to give place to the present Gothic Cathedral which was built in 1893 About the same time the Apostle's grave was beautified and its fosse was faced with marble in order to enable pilgrims to have access to the bottom of the grave and celebrate Mass over it The Cathedral has a very long and high nave and a transept and sanctuary beyond The transept is adorned with stained glass windows and in the sanctuary there is a large three-panelled window of stained glass in which St Thomas is represented as placing his finger in the wound on Christ's side The ceiling is vaulted and groined and a lot of beautiful relief work adorns the arches The tower carries a high steeple and contains three storeys There are several churches worthy of note and possessed of some historical interest in San Thome, among which mention may be made of the Rosary Church, built in 1635, the Luz Church which is much earlier and is situated about a mile to the west and the churches of St Lazarus and Madre de Deus towards the south

To the west of San Thome and practically continuous with it is the town of Mylapore centred round the ancient Temple of Sri Kapaleeswarar



MYLAPORE TEMPLE

The Mylapore Temple and Town—The legend of the origin of the place is that Goddess Parvati took the form of a peacock and worshipped Lord Siva in order to obtain deliverance, it is commemorated in a beautiful sculpture in the north *prakara* of the temple. Another interesting representation is in a shrine in the west courtyard of a miracle performed by Saint Gnanasambandha who restored out of her bones a cremated Chetty girl to life by chanting a lyric in praise of the God. There are fine bronze statues of the sixty-three traditional Saiva *Nayanmars* in whose honour a grand festival is conducted annually. A few yards to the north side of the Kapaleeswarar Temple is a shrine dedicated to Tiruvalluvar, the author of the famous *Kural* who spent his last days at this place. There is also preserved in the temple a metal image of this personage. The memory is likewise preserved within the temple of the Tamil poetess *Avvayar*, noted for her pithy sayings of wisdom. She is supposed to have been raised to heaven by God Ganesa (of elephant head).

Mylapore is an important place in Vaishnava, Saiva and Jaina tradition and the Vaishnava Saint Peyalwar is connected in popular tradition with a sacred well in the place. It is the favourite residential quarter of wealthy Indians, including a number of high officials and prosperous Advocates. The beautiful Car streets running round the temple and the ornamental tank to the west of it are lined with substantial houses while the Luz Road leading from the Cutchery Street to the Luz Church and beyond to Mowbray's Road, is lined with fine bungalow-residences, being in fact the West End of Hindu Madras.

San Thome stretches southwards over swamps and open spaces interspersed with large garden-houses to the Adyar River which is crossed by the Elphinstone Bridge. On the southern side of the Adyar is the extensive compound of the Theosophical Society stretching down to the sea and including a fine Oriental Library and Lecture Hall.

The Island Ground. Taking our stand once again in the Fort, we can proceed from the Wallajah Gate (so known because of the Wallajah Bastion by its side) across the Island by a fine road with a treble row of trees on either side. This is the first stage of the famous Mount Road and cuts the Island Ground into two halves. The Island is one of the most important playgrounds of the City. We saw how very early in the history of Madras it was converted into an Island by the cutting of a connecting canal between the Cooum and the North Rivers. The Island was in former times the chief parade ground of the troops in the Fort and in the eighteenth century there stood a powder factory in it. On the western side of the Island are the Ordnance Stores, His Excellency's

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Nagdevi Crosslane, BOMBAY

Bodyguard Lines and a number of cemeteries, the best known of which is the military one of St Mary's containing some well-known tombs The eastern half of the Island is practically under the control of the Madras Gymkhana Club and contains excellent golf-links It formerly served as the Race Course and as a Polo ground Racing has now become very popular and the fine Race Course near the Government House, Guindy, is one of the most attractive popular resorts during the Race season

Government House and Banqueting Hall —Crossing from the Island over the Willingdon Bridge, we come to that portion of the Mount Road which has been more developed and beautified than any other part of the City The Government House stands at the very entrance to this portion of the road in a spacious park that extends down to Chepauk on one side and to the Wallajah Road on the other It is a huge dwelling house, built on the plan of the eighteenth century Madras residences Its acquisition and subsequent extensions were noted in the previous section, as well as the famous Banqueting Hall used for official levees and receptions which was built in 1802 A description both of the Government House and Banqueting Hall has been given in the previous section It remains for us now to notice the number of excellent paintings that hang on the walls of the Hall and of the Government House Among them are Coronation pictures of King George III and Queen Charlotte painted about 1761, and a painting of Major Lawrence and Nawab Wallajah represented as walking side by side in the Island of Srirangam witnessing the surrender of French troops in 1752 There is another picture of Nawab Wallajah in the collection, and one of Lord Cornwallis, Governor-General, who personally conducted the war against Tipu Sultan in 1791-92 and who is depicted as standing at the entrance to his tent within which is seen the title of the treaty that was concluded by him with Tipu On Cornwallis's return from his victorious campaign, the citizens of Madras gave him an entertainment and resolved to have his statue made It is this statue that is now seen in the southern end of the Connemara Public Library

The Marquess Wellesley, Governor-General (1798-1805), who came down to Madras to supervise the last war with Tipu in 1799, has got a picture of him in the Banqueting Hall Another noteworthy painting is that of Sir Eyre Coote who assisted Clive in the Battle of Plassey and later destroyed French power at Wandiwash and captured Pondicherry and in the crisis of the great war with Hyder won the victory of Porto Novo and saved Madras He died in 1783 at Fort St George and his body was first buried in the Fort Church A three-quarter length portrait of Lord Clive and one of Sir Arthur Wellesley (later Duke of Wellington) who spent some time in Madras in 1798 may be also noticed in the collection

Numerous Governors of Madras find a place in the collection of paintings Among them may be noted the following —Sir William Meadows (1790-92) who took part in the Third Mysore War, Sir George Barlow who was Governor-General and later Madras Governor (1807-12), Lord William Bentinck who also occupied both these offices, the famous Sir Thomas Munro who spent nearly half a century in South India and left his impress upon every department of the administration, the Marquess of Tweeddale, Governor (1842-48) in whose time the Government Maternity Hospital was established and the old Lighthouse built, Lord Harris, Governor (1854-59), Mr Morehead, Provisional Governor in 1860, Sir Charles Trevelyan, Governor (1859-60), who opened the People's Park, Lord Napier (1866-72), Lord Hobart, Governor (1872-75), who opened the Madras Water Works, his namesake, Lord Hobart, who was Governor in the previous century, Sir M E Grant-Duff, Governor (1881-86), who was a son of the famous historian of the Marathas and displayed great intellectual attainments and in whose time the Marina was constructed, the Duke of Buckingham and Chandos (1875-80), who commenced the excavation of the Buckingham Canal as a sort of relief work during the great famine of 1876-77 and constructed the Government House at Ootacamund, Lord Connemara, Governor (1886-90), who started the Public Library bearing his name, Lord Wenlock in whose time the High Court buildings were constructed, Sir Arthur Havelock (1886-1900), Lord Ampthill, Sir Arthur Lawley and Lord Pentland *

In the Government House collection are included several pictures which originally belonged to the Nawabs of the Carnatic, besides one of Shuja-ud-dowlah, the Nawab Vizier of Oudh (1755-1775) There are representations of Nawab Wallajah's sons and successors among these Some of these pictures were originally hung in the Exchange in the Fort, in the old Town Hall of the Corporation in the Fort and in the Old College Hall, Nungambakkam A portrait of Queen Victoria in the collection was one of three pictures sent out to the three Presidencies by the Secretary of State in 1862 to mark the transfer of the Government from the East India Company to the Crown

The Banqueting Hall is a memorial of the English victory at Seringapatam Its imposing interior is used for all state ceremonies in connection with the Government House

The Mount Road —Mount Road skirting Government House contains the premises of Messrs Oakes & Co which has a record

* A statue was recently erected near the entrance to the Gymkhana grounds in the Island to His Excellency the Earl of Willingdon once a popular Governor of Madras (1919-1924)

MOUNT ROAD—JUNCTION OF WALLAJAH ROAD

of nearly a century and is now absorbed by Messrs Spencer & Co The firm of jewellers known as Messrs P Orr & Sons was originally started in 1889, and its premises form a distinct ornament to Mount Road having been designed by Mr Chisholm The building has a handsome clock-tower surmounting it, the clock of which is connected with the Madras Observatory and to which the correct time is signalled hourly

Next to Messrs P Orr & Sons are situated the new offices of the *Madras Mail*, transferred a few years ago from the First Line Beach Near the junction of Mount Road and Wallajah Road, which is a most busy centre and where the first mile of Mount Road ends, are the commodious premises of Messrs Bossotto Bros, a leading catering firm of Madras, the Elphinstone Cinema, and on the other side of the road, the fine building of the *Hindu* Office and National Press and the attractive show-rooms and premises of Messrs Whiteaway, Laidlaw & Co and Messrs Wrenn, Bennett and Co The premises of Messrs Whiteaway, Laidlaw can rank along with their fine buildings in Calcutta, Bombay, Rangoon and Colombo Its frontage has a fine mosaic stone-paved arcade which is unique in Madras

At the junction of Mount and Wallajah Roads, stood an old land-mark of the City known as the Vizianagaram Fountain which was a graceful domed pavilion constructed by a late Maharaja of Vizianagaram It has since been removed, and a statue of Lord Ripon, who did so much for the development of Local Self-Government in India when he was Viceroy in 1880-84, which was originally located to the north of the Fountain, has since been removed to a more central place on the other side of this square Going further down Mount Road, we pass Christ Church and the adjacent spacious premises of the Cosmopolitan Club, to the Kardyl Buildings which form an imposing and handsome monumental pile occupying an excellent site The building has three facades and the longest one faces Mount Road The main facade on the north, in the angle between Mount Road and General Patter's Road, is flanked by two elegant towers on either side standing a hundred feet high and crowned by an ornamental pediment The business carried on in these buildings by Messrs W E Smith & Co as Chemists and Druggists has since been absorbed by the giant firm of Messrs Spencer & Co Opposite to the Kardyl Buildings are the Lawrence Asylum Press, now used as a branch press of the Government and the premises of Messrs Higginbothams who are a long-standing bookselling and publishing concern The founder of the firm, Mr Higginbotham, started business in 1844, after being the Librarian of the Wesleyan Book Depository before this He was compared in South India to Longmans of Paternoster Row, London

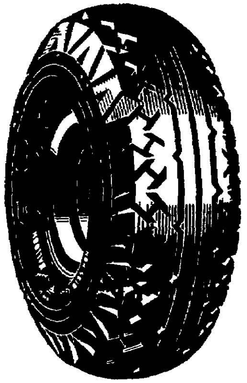
MOUNT ROAD OPPOSITE TO BOSOTTOS

St George's Cathedral—Down the road new and handsome structures have been rising up almost every season, contributing to a great increase in the dignity of appearance presented by the locality, the finest of which are the spacious head-quarters premises of Messrs Spencer & Co, built in what has been called the Modern Gothic style with the facade broken up into three gables, the ends being surmounted with turrets which add to the general effect The spacious compound of the Government Muhammadan College, the main building of which is an old garden-house, the neighbouring Connemara and Spencer's Hotels and the fine avenued entrance-road leading to the Madras Club, are among the other attractive features of this locality Beyond Spencer's premises, Mount Road becomes more and more a residential quarter broken by patches of crowded tenements which mar the uniform stately appearance of the Road At the junction of the Mount and Cathedral Roads is St George's Cathedral, built in the second decade of the last century in order to provide a new Anglican church for the residents of the garden-houses of the Choultry Plain The Church is a noble building with a spire 140 feet high, and the nave and aisles are supported by fine Ionic columns of brick and chunam It contains some fine monuments of which may be noticed those to the memory of Dr Anderson who was Physician-General and maintained a large Botanic Garden in Nungambakkam, of Bishop Heber who died at Trichinopoly and did much for the promotion of the Christian faith, and of Dr Corrie the first Anglican Bishop of Madras Adjacent is the graveyard, and a thing worthy of note about it is that part of its encircling railing is made up of musket-barrels, bayonets, pikes, etc, which were taken at the capture of Seringapatam in 1799

The Agri-Horticultural Gardens—To the west of the Cathedral on the other side of the road are situated the Gardens of the Agri-Horticultural Society started in 1835 They cover twenty-two acres and contain numerous fine flower beds, tanks gay with lotuses of different colours, glass-houses, lawns and groves The Society holds an Annual Flower Show in February and its nursery garden is on the opposite side of the road a little to the east where seeds, growing plants and flowers may be bought Further on is the famous Cenotaph of Cornwallis, the Long Tank lies on the right side behind a mud embankment and a little lower down to the left is the Military Grass Farm

Adyar—Coming back to the Mount Road the visitor is led down the Cathedral Road which at the corner of Sullivan's Gardens, becomes Mowbray's Road This fine shaded avenue is—or at least was till recently—one of the most beautiful roads of Madras shaded by umbrageous trees for the greater part of its length It runs south and separates Teynampet from Mylapore

Firestone



Most Miles

PER RUPEE

and the Luz and it continues on to the famous Mowbray's Gardens, now used as the Adyar Club, which is a fine house situated in a noble park bounded on the south by the Adyar River. The park is rhomboidal in shape and the house is built near the crossing of the diagonal lines. A peculiarity of it is that a small dome rises above the central hall with open sides above the roof which acts as a ventilator and gives a distinctive feature to the building.

All along the banks of the Adyar are situated fine old garden-houses of which the most ancient and spacious is Brodie Castle, built on the bank of what is known as Quibble Island, it being no better than a quibble to call it an island.'

The visitor will now have a fairly clear idea of the southern and south-western reaches of the City by this survey of the courses of the Marina and the Mount Road. Of the western portions he can obtain an idea by traversing the length of the Poonamallee Road which leads on to Poonamallee, an abandoned convalescent station for British troops, situated about fourteen miles from the Fort.

CENTRAL RAILWAY STATION

By Courtesy of the M. & S. M. Ry.

The Poonamallee Road—General Hospital Road.—From the St George's Gate on the west of the Fort the road may be said to begin, though in its first stage it is called the General Hospital Road, being flanked on the south by the long stretching compounds of the Medical College and the General Hospital. On the north side after the stretch of the Fort Esplanade is traversed, we come to the southern end of Mint Street flanked on the one side by the Memorial Hall building constructed out of public subscriptions as a thanks-offering for the Presidency being delivered from the horrors of the Mutiny. The Hall is used for public meetings of a Christian character and the main building is flanked on the sides by the offices of the Christian Literature Society and the British and Foreign Bible Society.

The General Hospital can be traced back to the nucleus of the Company's foundation started in 1665. It came to be located in Black Town about the middle of the eighteenth century and in its present compound a few years later. Opposite the main entrance to the Hospital grounds is situated the Central Railway Station which is the terminus of all trains going west, north-west and north and is a handsome structure with small side towers and a central imposing clock tower. To the east of the station and occupying the whole frontage from the Wall-Tax Road to

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Mint Street, lies the stately structure faced with stone and turreted with quaint cupolas all round, which accommodates the offices of the Madras and Southern Mahratta Railway Company This is one of the recent additions to the architectural monuments of the City

The People's Park—Ripon Buildings—Passing along the road by the General Hospital Bridge spanning Cochrane's Canal, we come to a line of imposing buildings fringing the southern edge of the People's Park The first of these is the Moore Market named after Sir George Moore, a former popular President of the Coporation who took great interest in its foundation in the place of the congested and insanitary market that existed in Broadway and that has since been converted into a park The structure is quadrangular in shape, with an open space in the centre laid out as a garden and with arcades all round The market is a great convenience to the middle and upper classes of the population and is well ventilated and kept in a clean condition

To the east of the Market is a supplementary structure allotted to the vendors of worn-out and second-hand goods, who formerly vended their wares in what was known as the Guzili Bazaar near the Memorial Hall There have been recently erected several out-houses for the sale of butcher's meat, none of which adds to the architectural effects of the main building Adjacent to the Moore Market is the Victoria Public Hall, which owes its origin to the initiative of Sir A T Arundel, a former President of the Municipality who later became a Member of the Viceroy's Council and to the munificence of a former Maharajah of Vizianagaram , it was completed in 1887 in time for Queen Victoria's Golden Jubilee The style is that of Mr Chisholm who designed so many other buildings in Madras The Hall is managed by a body of Trustees and is used for public and private meetings, lectures, theatrical and other performances, etc Its ground floor is tenanted by the Chennapuri Andhra Maha Sabha

Next is the stately Ripon Buildings opened in 1913 by the then Viceroy, Lord Hardinge It is built of brick and chunam with comparatively little stone, and is surmounted by a graceful tower with a big clock The new building is suited to the dignity and the ancient lineage of the Madras Corporation, the offices of which were confined till 1913 in very narrow premises in one of the transverse streets in Eastern Geroge Town

All these three buildings have been built well away from the margin of the road and with clear open spaces all round Behind these, lies the People's Park, the largest open space in the City,

which contains several ornamental ponds, a good nursery of plants, a fairly representative collection of animals in a Zoo and a small well-laid-out flower-garden known as 'My Ladye's Garden' where annually the Corporation used to hold a flower show In it is also located the South Indian Athletic Association founded about thirty-five years ago for the promotion and organisation of different branches of sports among Indians and Europenas It has certainly succeeded in fostering habits of sports among its members, and it has been running with a fair amount of success an annual Carnival or Fair in its grounds during the Christmas season and thus contributing to the holiday enjoyment of the inhabitants of the City and of the numerous visitors thereto during that season

On the other side of the Poonamallee Road, there is the Choultry built by Rajah Sir Ramaswami Mudaliar, a merchant prince of a former generation, and beside it is another Choultry for the accommodation of Mussalmans Behind these, lies the South Indian Railway line flanked by the tall grim walls of the Penitentiary Poonamallee Road leads on from the Ripon Buildings situated near the *Periamettah* of old Madras, straight west, on to the western toll-gate of the City near which is situated the building of the Orphan Asylum It is lined in its course by the old Gun Carriage Factory which is now utilised for an unmilitary object, by the quaint Gothic School of Arts building, and by the Scotch Kirk already noticed It then leads on through the residential suburbs of Egmore and Kilpauk and is lined on either side by spacious bungalows with wide verandahs

George Town—The Armenian Church and Roman Catholic Cathedral—The northern reaches of the Town stretching from the Fort have not got many objects of interest for the visitor The First Line Beach right up to Royapuram Railway Station and the streets behind are largely utilised for the accommodation of commercial and banking firms Behind these, lies the crowded quarter known as Muthialpettah, the southern ends of whose streets abut on the Esplanade and China Bazaar Road Mention was made of the Y M C A and the Christian College Buildings which front the Esplanade on the Muthialpettah side The Y M C A building is the most notable one of its kind It is the outcome of American generosity and is built after the so-called Jaipur-Jaina style, built of brick and mortar picked out in stone and faced entirely with stone

In the Armenian Street near the Esplanade entrance are two churches of historic interest The more southerly one is the Armenian Church built about 1772 on the site of the old Armenian cemetery The date 1712 borne on its facade does not refer to the date of the construction of the present Church and probably indicates the date of the original small chapel built in the cemetery

The verandahs running round the church as well as the courtyard are paved with grave-stones of the members of the once flourishing Armenian community There is a picture in the church, of Shawmier Sultan, an Armenian merchant of the eighteenth century who was the owner of the present Accountant-General's office in the Fort The belfry is distinct and stands apart from the Church, close to the Armenian Church On the north is the Roman Catholic Cathedral which has over its gateway the date 1642 As in the case of the Armenian Church, this date is not the date of the construction of the present Cathedral, but is only a public record of the first establishment of the Capuchin Mission in Madras. We saw how a French Capuchin Priest, Father Ephraim, began his ministrations to the Catholic residents of the Fort even within a year after the foundation of the settlement and how in 1675 the Mission obtained permission to erect a church in the Fort itself This church was demolished on account of military exigencies during the Anglo-French wars about the middle of the eighteenth century, and in its place the present Church was built on the site of the burial ground of the mission In 1772, the present Cathedral was built The mission came under the control of a Vicar Apostolic from 1835, raised to an Archbishopric later The Church has a broad nave and an interesting sanctuary The picture of Crucification and of Mary Magdalene in the Church is supposed to be one of the finest oil-paintings in India There is a chapel attached to the Cathedral named after Moorat, a wealthy Armenian merchant at the beginning of the last century who was the owner of the Pantheon Gardens and numerous other buildings, and left charitable benefactions known as the Moorat Fund

North George Town and Suburbs—In North George Town and in the suburb of Royapuram, there are several interesting and old churches of which the most ancient is the Portuguese church in the locality The relics of the Black Town wall on the north have been already noticed The northern suburbs of Royapuram and Tondiarpettah were once favourite residential quarters of the richer classes of Indians, but have lost much of their popularity The main north-to-south roads of North Madras are the continuations of Mint Street and Broadway The former leads on straight to Tiruvottiyur, just outside the municipal limits of the City, which is a famous Saiva centre and has become important owing to its association with the well-known ascetic, Pattinattu Pillaiyar whose *samadhi* can still be seen within the town Saint Sundara, one of the noted Saiva Nayanars, is also associated with the temple which was greatly encouraged by the Chola kings of the country The presiding deity is Thiagaraja The north-east line of railway runs almost parallel to the Tiruvottiyur High Road and along the line, railway extension works have been going on apace which has resulted in these villages becoming important

The north-western area of the town beginning from the Basin Bridge Junction can be said to have a basic arc, taking in the Mill area occupied by the Buckingham and Carnatic Mills and their appurtenances and ending in the Kilpauk Water Works The extensive Railway Workshops of the Madras and Southern Mahratta Railway adjoining Perambur and the Railway colony growing up by their side, are really outgrowths of the City, though technically beyond the municipal limits proper

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CITY OF MADRAS

OFFICIAL HANDBOOK

1939

Section II

The Amenities of Life

1 THE AMENITIES OF LIFE
2 THE AQUARIUM
3 THE MUSEUM
4 SOCIETIES AND CLUBS
5 THE ZOO
6. BROADCASTING
7 PARKS AND GARDENS

RIPON BUILDING

The Amenities of Life

Growth of City Amenities—It was about 1792 that an astronomical observatory was started and a separate Medical Department was constituted for Madras under the control of a Physician-General The Madras Post Office was started in 1786, and it was arranged that all letters were to pay postage at the rate of one fanam per 100 miles Newspapers began to appear about this time The first Madras newspaper was known as the *Madras Courier* It was a weekly and served as a medium for the publication of Government notifications and was allowed to be circulated free of postage

The Male Orphan Asylum was developed out of the charity school maintained by the vestry of St Mary's Church Doctor Bell, who was the first Superintendent of that school, adopted the method of teaching that was usually followed in the village pial-school, *viz*, the sharper and senior boys teaching their juniors, and acting as monitors and assistant teachers Dr Bell popularised this system in the United Kingdom and it was for long known as the Madras system of education A press was subsequently established in the school which provided useful training for the orphans Government printed its Gazette at this Press From this emanated the *Asylum Almanac*, a publication which is still continued

A Female Orphan Asylum was founded in 1787 by the efforts of Lady Campbell, wife of Sir Archibald Campbell, the Governor It existed as a separate institution for over a hundred years and was recently merged with the Lawrence Asylum in Ootacamund

In 1798 there was established the Recorder's Court which entirely re-organised the administration of justice in the City Four years later, it was made the Supreme Court of Judicature, the ancestor of the present High Court

During the Governorship of Lord Clive, who was a son of the famous conqueror (1798-1803), several important changes were effected in the condition of the City as well as of the Presidency The fall of Seringapatam and the destruction of Tipu's power made the English unquestioned masters of the whole of South India The acquisition of the Ceded Districts and the annexation of the Carnatic and Tanjore, finally shaped the Madras Presidency as it is at the present day As a memento of the English victory over Tipu, Lord Clive built the Banqueting Hall by the side of the new Government House which he also enlarged He combined with the triumph of Seringapatam the memory of Plassey which was a great achievement of his father, both of which victories are

indicated by the friezes on the pediments of the roof of the Hall A battery whose shell still exists on the North Beach Road was constructed in his time at the sea-end of the Black Town Wall It is still known as the Clive Battery

Thus, in the opening years of the nineteenth century, Madras City came almost to its present shape and extent even as the Presidency came to be finally formed The Fort has now become more of a collection of civil buildings and very much less military in its appearance and substance Its walls and bastions remain much the same, but for the moat which has been choked and dried up On the east side of the Fort the Beach Road was constructed in 1846 The Marina which is a continuation of the Beach Road right down to San Thome, was completed in the time of Governor Grant-Duff in 1885 Prior to the formation of the Marina and the Beach Road the evening resort of the fashionable folk of the City was the Mount Road, down which gentlemen and ladies used to ride or drive to the Cornwallis Cenotaph which was surrounded by an avenued oval drive Mount Road itself was widened and re-made in 1796 In its course over the Island, it was provided with an avenue of trees, three deep on either side Along the road half down to Cenotaph was built St George's Cathedral by the famous engineer De Gavilland in 1814-16 A few years later the Scotch residents in Madras made use of the same engineer for the construction of their Kirk, St Andrew's, which has got a stately appearance characterised by general lightness It is regarded as one of the noblest Christian edifices in Hindustan The Madras Club, one of the finest residential European Clubs in India, was started in 1832 The Madras Literary Society which is housed in a fine building in the Old College compound in Nungambakkam began its life in 1817 Sir Thomas Munro, the famous Governor (1820-27), was greatly interested in the promotion of education and started English schools in several places in the Presidency Macaulay's Minute about the necessity of imparting western education to Indians led to the Madras Government running a collegiate institution which was originally known as the High School and subsequently became the nucleus of the Presidency College A school of Industrial Art was started by one Dr Hunter in 1850 It was subsequently taken over by Government and has been fostered into its present usefulness as the School of Arts and Crafts Government ran a Survey School for the training of its servants in the Revenue Department In 1859 this school was made into a Civil Engineering Institution to meet the requirements of the Public Works Department and was subsequently raised into a College The Madras Medical College was established in 1835 for the training of the subordinates for the Medical Department A senior section was subsequently added to it and an auxiliary Medical School at Royapuram was established in 1877 to meet a deficiency in the

strength of the subordinate Medical Service during the great Madras famine of that time. The Presidency College had a Law branch also, till the creation of a separate Law College for which sanction was given only in 1891.

Private efforts in the field of education were undertaken both by Missionaries and by Indians. In 1837 John Anderson, a Scottish Missionary, opened a school which, under the fostering care of his successors, particularly of the great Doctor Miller, whose statue in the Esplanade overlooks the block of buildings of the institution, has developed into its present proportions and usefulness, as the Madras Christian College. The pioneer of Hindu institutions is Pachaiyappa's College which was originally started in 1842 for the free education of the poorer classes of the Hindu Community from out of the munificence of a generous Dubash of the eighteenth century.

It was during the stress of the Mutiny days that the University of Madras was started. Higher education has, in spite of many defects, been progressing favourably. Recently women's education has been receiving a remarkable impetus. A College for women was started by Government in 1914 and named in 1917 with Her Imperial Majesty's permission as Queen Mary's College for Women. It is fully residential and is located in a group of spacious buildings facing the Marina to the south of the Ice House. Ice House itself was so called, because in its vaults was stored the ice that was annually imported from America for the use of the Madras residents in the hot weather. It now serves as a Widows' Home, most of its inmates being students. Immediately to the west of it is the Government Training College for Women named after Lady Willingdon, wife of Lord Willingdon, Governor of Madras (1919-24) and Viceroy of India thereafter. Missionary enterprise has also been useful in the field of women's education. The Women's Christian College has been doing useful work and is controlled by a representative body of British and American Missionary Societies. St Christopher's Training College in Vepery was opened a few years back and is under the control of a representative Missionary Council. The most recent college is Loyola's, managed by the Madura section of the Jesuit Mission. There are, besides these Collegiate institutions, a number of High Schools, some of which are exclusively devoted to the education of European and Eurasian youths. A Muhammadan College which has developed from the nucleus of a school known as the Madrassa-i-Azam, is maintained by Government and is catering to the higher educational needs of that community.

THE AQUARIUM

The Aquarium, situated on the Marina sands opposite the Presidency College, is a very unique one. It is now under

the charge of the Fisheries Department of Government and contains a very attractive and numerous collection of fishes of varying colours, besides typically preserved specimens of a large range of marine animals There is a restaurant attached to the Aquarium which is resorted to by a large number of people during the evening hours

SOCIAL INSTITUTIONS

Early in the nineteenth century the Monegar Choultry which exists even now, developed out of a previous standing fund into a permanent institution for the relief of the sick poor A municipal poor-house has been started by the Corporation The beginnings of the Madras Lunatic Asylum go back to the last years of the eighteenth century The Asylum has in every way proved a model institution of its kind Government contributes to the upkeep of the Triplicane Langarkhana, the Orphan Asylums etc In this connection mention may also be made of the Friend-in-Need Society, started in 1807 for the relief of the indigent Eurasians, the Society for the Prevention of Cruelty to Animals, the Pinjrapole largely maintained by the humanitarian charity of the Marwari community, the Humanitarian League and the Society for the Protection of Children

THE MUSEUM

The starting of a Museum under Government auspices may be regarded as part of its activity in the field of educational promotion The Madras Literary Society presented to Government, in 1851, a large collection of geological specimens, and this with the duplicates left after despatching similar articles for the great London Exhibition of that year, forms the nucleus of the present Government Museum It was at first proposed to start several local museums throughout the Presidency The exhibits have been subsequently added to and they include a large and growing Ethnographic section, to illustrate the costumes, manners and customs of the ancient peoples of the Presidency The exhibits are arranged in two separate buildings, the old one being the historic Pantheon Hall and the new one being situated to the south of the Connemara Public Library and housing the Ethnographical section

SOCIETIES AND CLUBS

Madras can also boast of a Fine Arts Society, which holds an annual exhibition of pictures and other works of art, an Agri-Horticultural Society which manages the fine garden opposite the Cathedral and holds an annual flower show, a Musical Association and an Amateur Dramatic Society which stages its plays in the fine theatre attached to the Museum buildings. The Madras Club, the Adyar Club and the Gymkhana Club are the chief favourite resorts of the European community The Cosmo-

politan Club in Mount Road, founded nearly sixty years back with the object of bringing Europeans and Indians together, the Suguna Vilasa Sabha, next to the Cosmopolitan Club, in the Theagaraya Memorial Buildings, which is a popular Amateur Dramatic Association, the South Indian Athletic Association in the People's Park, and the Madras United Club are the chief resorts of the upper class of Indians among whom the club-going habit has largely spread

THE ZOO

A Zoological garden was started as an adjunct to the Museum in 1855 It was subsequently transferred to the People's Park, which was opened as a recreation ground for the citizens, in 1861, by the then Governor, Sir Charles Trevelyan Subsequently the garden was made over to the care of the Municipal Corporation and it has ever since remained a municipal charge, being a growingly attractive feature to the sight-seer The Zoo consists of 11 Cawnies, 13 grounds and 561 sq ft of land inclusive of a small lake on which boating is allowed A Superintendent is in charge of the Zoo assisted by two Sergeants and Animal keepers

The Zoo contains a rare collection of wild animals, birds, etc They are housed in cages and enclosures especially suited to each species Improvements and additions have been carried out to construct enclosures as similar as possible to the natural environments of the animals The Zoo has been made attractive The banks of the lake and the island have been riveted The lay out of the gardens have been improved and additional cage accommodation with outing yard provided The latest system of affording animals larger scope of freedom and natural environment has been adopted Rare animals and birds have bred in the Zoo, *viz*, Lions, Tigers, Leopards, Giraffes, Bears, Woolly Monkeys, Baboons, Kangaroos, Samburs, Deer, Ostrich, Pea Fowls etc For the first time an experiment is being tried to breed a cross between a tiger and a lioness These two animals are brought up together and is a great attraction as very few zoos in the world have attempted the experiment Acquisition of rare and costly animals as giraffes, etc, have been made recently The Zoo has made considerable progress during recent years

A visit to the Zoo will give great pleasure, and the entrance fee has been fixed at only one anna per head

BROADCASTING

A regular broadcasting service was started by the Corporation on 1st April 1930 which functioned till the middle of June 1938 when the broadcasting service in the province was taken over by the Government

ZOO AND THE LAKE VIEW

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SUMMARY OF ANNUAL REPORT FOR 1938

ASSETS EXCEED -	- Rs. 140 Crores
NEW BUSINESS EXCEEDS (Ordinary and Industrial)	- Rs. 38 Crores
INCOME EXCEEDS -	- Rs. 26 Crores
EXPENSE RATIO -	- 10.9%
BONUS (Declared Annually)	Rs. 20 per Rs. 1000 SUM ASSURED

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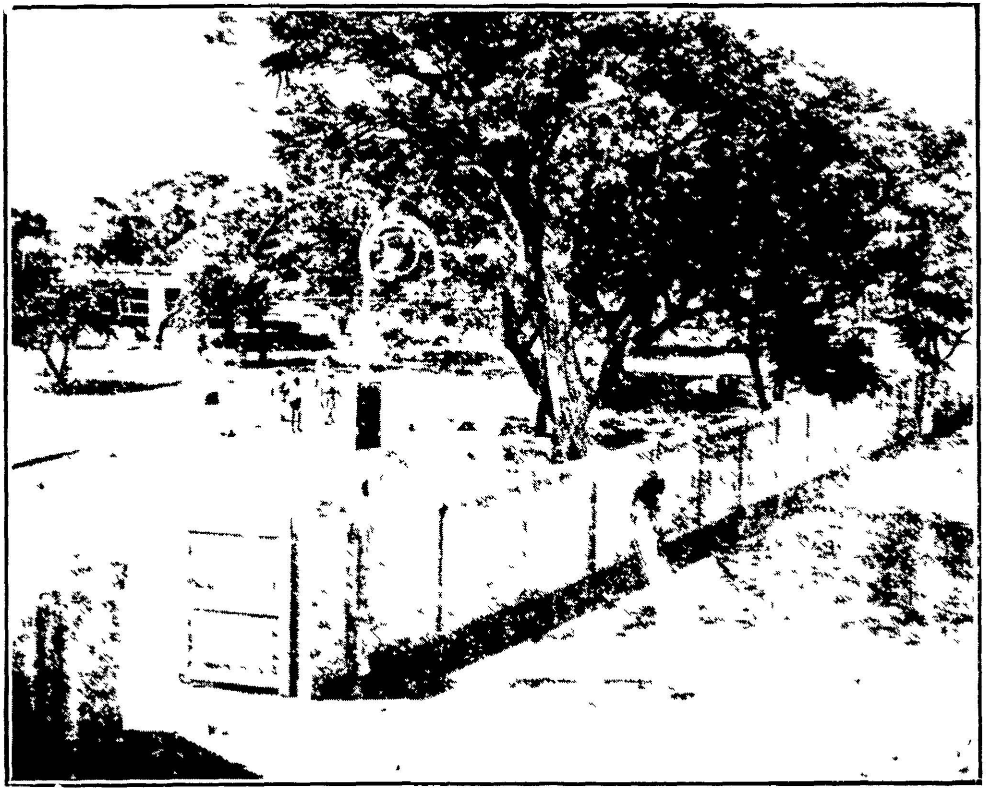
ENTRANCE TO THE ZOO



A VIEW OF THE ZOO

A VIEW OF THE PEOPLE'S PARK

There are six Radio Loudspeaking Centres at the following places maintained by the Corporation and are in operation daily in the evenings

1 Marina, near the Aquarium
2 Robinson Park, Old Washermanpet
3 Spur Tank, Egmore
4 People's Park, Periamet
5 High Court Beach
6 Panagal Park, Theagarayanagar

BROADCASTING CONCERT ON THE BEACH

In addition to the above, smaller equipments are working at the following thirteen places

1 Infectious Diseases Hospital, Tondiarpet
2 Sri Theagaraya Park, New Washermanpet
3 Bank Manicka Mudaliar's Park, Vepery
4 Cochrane Settlement, 5th Division
5 Park in St Xavier Street, George Town
6 Sivangnanam Park, George Town
7 Raghavendra Rao Park, Choolai
8 Napier Park, Chintadripet
9 Park in Venkatesa Naicken Street, Royapuram
10 Marshall's Road Park, Egmore
11 Patel Park, Edward Park Street, Purasawalkam
12 P R Square Park, Park Town
13 Dewan Bahadur Kesava Pillai Park, DeMellow's Road

Indoor Radio sets are also in operation in the following eighteen Corporation Schools for the benefit of School children —

1	Corporation Model School,	Vadyar Kanda Pillai Street, Choolai
2	Do	Edapalayam Street, Park Town
3	Do	Mandavalli, Mylapore
4	Do	Strahan's Road, Perambur
5	Do	Amman Koil Street, Peddunaickenpet

RADIO IN ROBINSON PARK

6	Corporation Model School,	Arunachala Naick Street, Chintadripet
7	Do	Sundaram Pillai Street, Purasawalkam
8	Do	Triplicane High Road, Triplicane
9	Do	Madavaram High Road, Perambur
10	Do	Ammayappa Mudaly Street, Royapettah
11	Do	Mir Bakshiah Street, Royapettah

12	Corporation Model School,	Vasapmodu, Ammen Koil Street
13	Do	Malayappan Street, Seven Wells
14	Do	Sanjeevarayan Koil Street, Old Washermanpet
15	Do	Model School Road, Thousand Lights
16	Do	Jagannathapuram Street, Chetput
17	Do	Veeraswamy Pillai Street, Egmore
18	Do	Anna Pillai Street, George Town

PARKS AND GARDENS

The People's Park —A tract of considerable size set apart primarily for enjoyment is termed 'Park' A long but narrow stretch of pasture land lying between irregularly and rather widely spaced masses of tree foliage, containing, amidst it, many elements such as ponds (eleven in number), thickets of bushes under the trees, bridges and other artificial structures and the open sewage drains cutting it and presenting a wild but natural scenery constituted originally the People's Park, the only notable public pleasure ground maintained by the Government within the limits of the town of Madras As the city began to settle itself to peace and development and with the noble idea of allowing all the citizens to share the enjoyment of park life, it was thrown open for all after effecting necessary improvements now and then

Soon after that great proclamation of Her Majesty Queen Victoria, a Board of Commissioners 3 in number was constituted in January 1857 to administer the Civic affairs and in the year 1859, at the request of His Excellency the Governor, the Municipal Commissioners for the City of Madras undertook to act as treasurers of the People's Park Fund Sir Charles Trevelyan, the then Governor of Madras, to whose act of generosity and love the present People's Park owes its existence, has not been forgotten by the citizens as is evidenced by the tablet on the fountain just on the north of the Victoria Public Hall It was originally the wish of His Excellency that the Commissioners should undertake the management of the Park with an annual contribution from the Government, but on the President of the Commission pointing out that the maintenance of the Zoo within the Park did not come within their province, the management and upkeep of the Park and the Zoo was vested in a Committee of which the President of the Municipal Commission was the Chairman The above said Committee managed for some time to run the Park and the Zoo on a self-supporting basis The

VIEW OF THE PATRALEKA AT PEOPLE'S PARK

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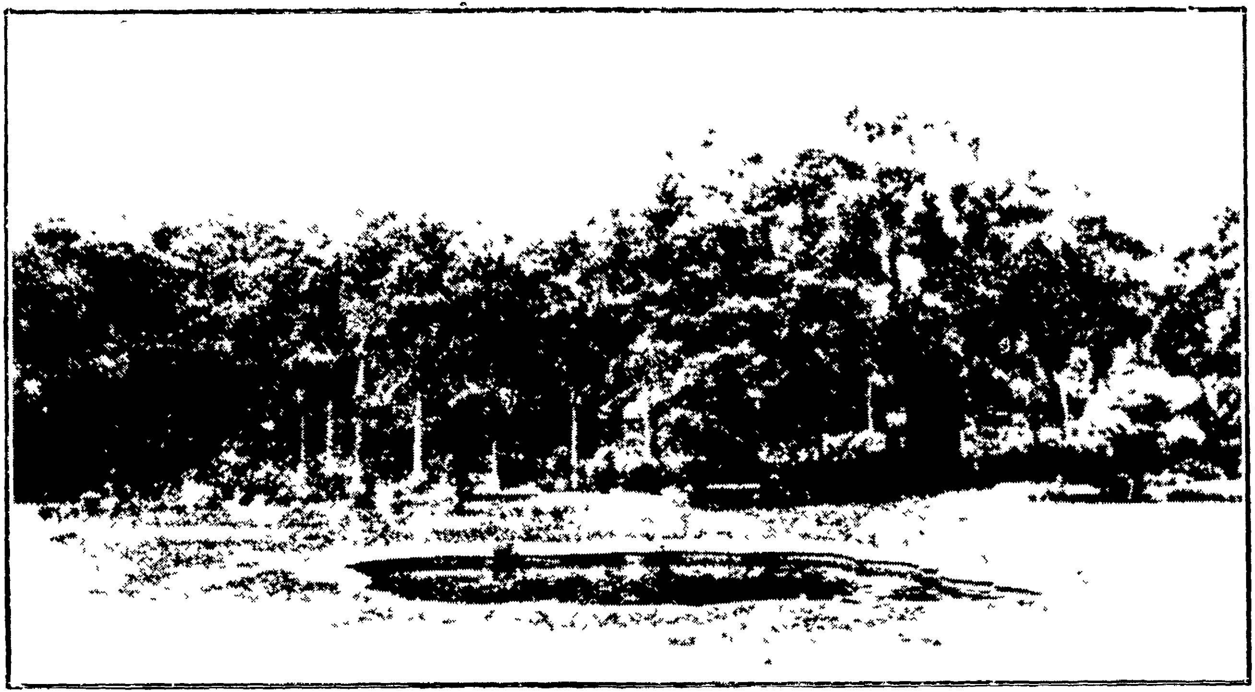


MY LADYE'S GARDEN WITH LILY POND

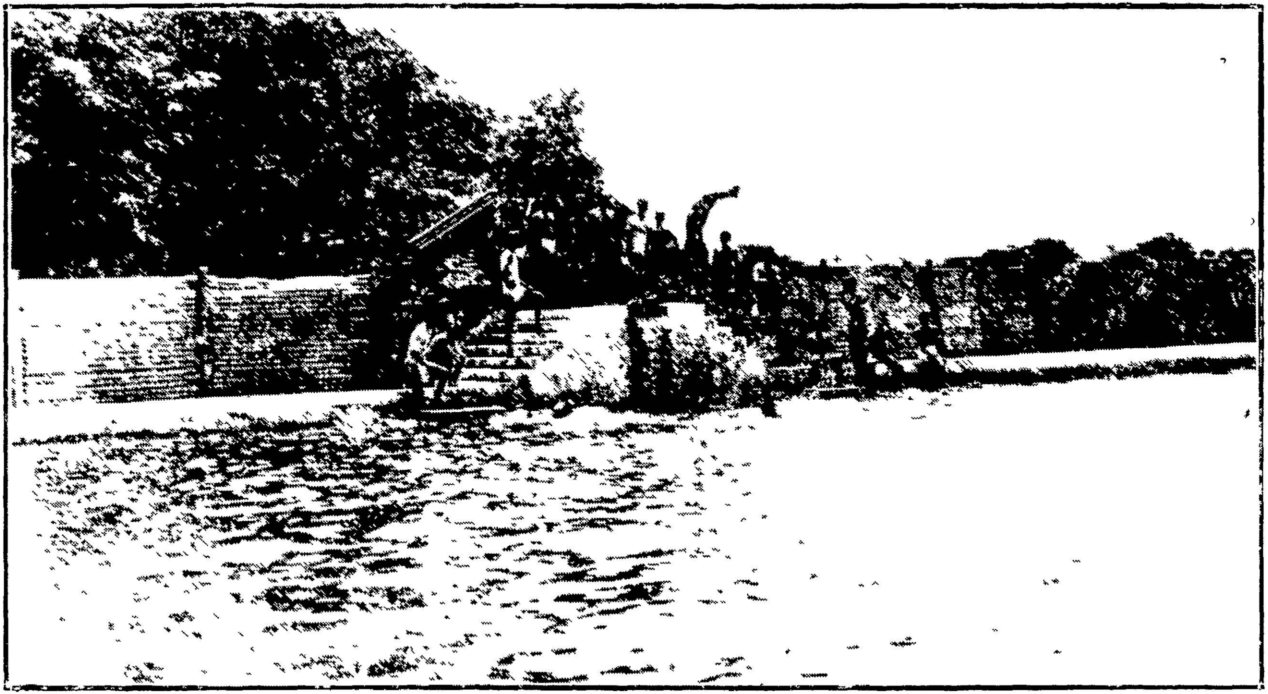
A VIEW OF THE PEOPLE'S PARK

grass grown here with the sewage water that flowed through the Park considerably increased the income from this source, and to add, there was also a heavy demand for hay both from the Government officers and the leading citizens. Cattle were allowed to graze on payment and there was income from the impounding of illicit grazing of cattle within the Park area. In the year 1866 its entire management was transferred to the municipality. From this date really, commences the history of its development. With a view to attract large number of people, the Madras Fair was held in this park for the first time in 1878 but under the management of a mixed Committee. Following this, the gymnasium was started in 1879. In the year 1883 the plot of land on which the Victoria Hall now stands was leased to the Town Hall Committee on a nominal rent of Re. 1 per annum for a term of 99 years and on 17-12-1883, the foundation stone therefor was laid by the Maharaja of Vizianagaram. At the Band Stand, electric light was introduced for the first time on 16-8-1878. The Zoo has been the main attraction from the start. It may be of interest to note that the wild animals were at the beginning kept scattered about the Park and gradually one after another was moved within the enclosure of the Zoo. The next building which cropped up, was the Moore Market which came into existence consequent on the abolition of the central market which was then located at the present site on which Sreeramulu Naidu Park stands. Another portion on the south-eastern side of the People's Park was subsequently leased to the *South Indian Athletic Association* for encouraging athletic games. Later on in 1909-10 was commenced the construction of the present offices of the Corporation, on a plot of land previously used as a burial ground. During the same year a portion of land in the north-eastern side was leased for a theatrical pandal now known as Royal Theatre.

A Swimming Bath later came into existence out of the munificence of the Zamindar of Kulampudi in March 1922. After obtaining necessary permission this was called The Royal Swimming Bath.

The area of land in the north-western corner has been levelled and here is located the Corporation Playground now undergoing transformation into a cricket pitch and where in future years matches of much importance may be witnessed by the citizens of Madras. It may be of interest to mention that out of the 11 tanks in the People's Park only 2 are left over and both of these are maintained in a satisfactory condition.

Boating is allowed in the pond within the Zoo. The other is neatly pitched with stone revetment and walled off with an ornamental concrete wall and serves as a pretty feature of the approach to the Victoria Public Hall and the Market.



VIEW OF THE SWIMMING BATH

From the beginning the administrative control of the Parks was under the direct charge of the President (now termed Commissioner), Corporation of Madras, until 1st August 1917, when the Licence Officer was asked to take charge and on the 19th May 1921 it was transferred to the City Engineer and the charge of the menagerie was vested with the Health Officer This arrangement continues to this day

The perfect means of enjoying the highest luxury out of doors has been the leading ambition from very early times and in a city life with its wearing influences, the most refreshing antidote that could be provided for a very large number of the citizens from the richest to the poorest individual, is a park with natural scenery, thoroughly contrasting with the city life and measurably sequestered from all its busy sights and jarring sounds Such is the ideal before the Corporation, but its unfortunately narrow shape, without any landscape or natural sources of ornamental water systems, the strong smell that emanates from the Cooum on its east, surrounding high buildings, the noise created by the railway tram, motor and other vehicular traffic, all these could hardly be taken to typify the example of a public park Nevertheless all possible attempts have been and are being made day after day to offer the maximum of out of door recreation by equipping it with a fairly big playground for athletic sports and games, bathing and boating, and provision for gaiety of all kinds and variety of plant, bird and animal life, and ornamental and topiary works in gardening, a radio, a fairly big lawn for the visitors to rest a while, walks and promenade all within the very heart of the City to be within easy reach and so arranged as to appeal to the aesthetic sense of the citizens In due course measures will be taken to exclude all commercial vehicular traffic from the precincts of the Park and to minimise dust nuisance

Napier Park —In the year 1869, the land behind the then Burg Halls stables, now known as Napier Park, was handed over to the Municipal Commission for the formation of a second park In this area were living Adi-Dravidas whose occupation was the cutting and supplying of grass to the Government stables The place was gradually cleared of these huts, a few houses belonging to the Shrotriemdar of Chintadripet, acquired, the area enlarged and improvements in gardening effected by covering up and diverting the two big drains that were flowing through this plot, and in 1879 was formed a new garden with flower beds and gravel walks near the north gate of the park, and four years later a bakery was purchased and its site added to the Park In the course of years this also has developed and serves as a lung to the crowded locality of Chintadripet The Park is named after Lord Napier, the then Governor of Madras Special efforts were taken during

the last two years for improving this park Large quantities of drainage pipes which used to be stored in the open spaces were removed The Park now presents a beautiful appearance and is the resort of the people of Chintadripet which is one of the most congested divisions of the City

Robinson Park —The third Park worth mentioning is the Robinson Park, for the formation of which Dr Thompson, Surgeon of the 1st District, raised funds and began to improve it as a garden in 1882 The Park owes its existence to him and began to develop day after day under a Committee of which the President of the Municipal Commission was the Chairman This was also run on a self-supporting basis from the income derived from the sale of grass which grew in plenty by constant irrigation from the sewage which flowed through it On 1st February 1899 the management of the Park was transferred to the Municipal Commissioners and the President was in direct charge of it till 15th November 1916 when it was vested under the Licence Officer and lately transferred to the Engineer in 1921 , and this continues to this day

Wayside Parks —These are small gardens of circular, square, triangular or other shape scattered about the city at street corners and marginal land on road-sides Their principal functions are to relieve the monotony of continuous rows of buildings in brick and mortar which is so tiring to the eye of the passer-by, and in some places to provide a shady resting place for the residents closeby These are now very much appreciated as is evidenced by the demand from almost every division for more such beauty spots being provided It is proposed to make these wayside parks less elaborate so as to make their day-to-day maintenance more efficiently and effectively carried out through cheap garden labour available from the avenue coolies engaged in the respective localities

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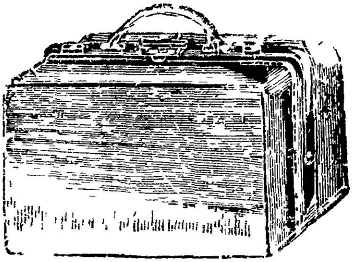

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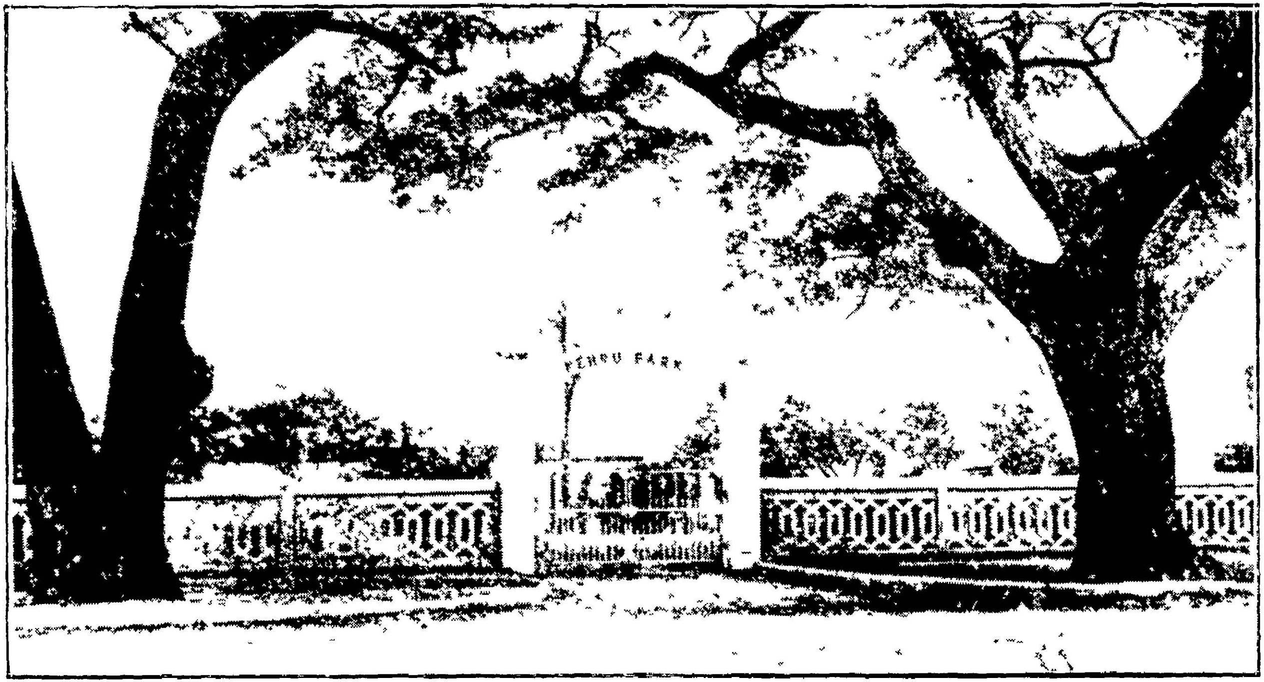

NEHRU PARK

The following is a list of all Parks, large or small —

Serial No	Name of Park and Situation	Division	Remarks
1	Robinson Park	3	Radio provided
2	Park in Monegar Choultry Road Junction of Bashyam Naidu Street	3	•
3	Sir Theagaraya Park	4	Radio provided
4	Park in Cochrane Basin Settlement	5	Reading Room and Radio provided
5	Park in Kannan Street Korrukupet	5	
6	Park in Angappa Naicken Street	6	Reading Room provided
7	Park in Ebrahimjee Sahib Street	7	Bath Rooms provided
8	2 Parks in Post Office Street	8	
9	Park in Ammen Koil Street Junction of Broadway	9	
10	Park at the junction of Parish Venkatachala Iyer Street and Varada Muthiappan Street	9	
11	Park opposite to Government Mohammedan School Broadway	9	
12	Sreeramulu Naidu Park	10	
13	Park in Mangammal Lane	11	
14	Venugopal Chetty Park Nattu Pilliar Koil Street	11	
15	Park in St Xavier Street	11	Radio provided
16	Park near Seven Wells Street	11	
17	2 Parks in Shanmuga Mudali Street	11	
18	Sivangnanam Park Peddu Naicken Street	13	Radio provided
19	Park in Wall Tax Road	13	
20	Park in Audiappa Naicken Street	14	
21	2 Parks in Wall Tax Road	14	
22	Park opposite to Burmah-Shell Office	15	
23	Miller Statue Park opposite to High Court	15	
24	Park adjoining Mosque in Evening Bazaar Road	15	
25	Park adjoining Jewish Cemetery Mint Street	15	
26	Park in Isaac Street Junction of Stringers Street	15	
27	Park in Wall Tax Road adjoining Park Town Post Office	15	
28	P R Square Ponnappan Lane	16	Bath Rooms and Radio
29	Park near the Male Latrine, Wall Tax Road	16	
30	Park adjoining Tank in Ekambareswarar Temple	16	
31	Park opposite Crematorium, Basin Road	17	
32	Kesava Pillai Park DeMellow's Road	17	Radio
33	Park adjoining Playground, DeMellow's Road	17	
34	Salem Vijayaraghavachari Park, DeMellow's Road	17	

Serial No	Name of Park and Situation	Division	Remarks
35	Ramanjulu Naidu Park Cooks Road	17	
36	3 Parks in Ponnappa Mudaly Street Muthumari Street and in Mirthinji Iyer Street	18	
37	Kalyanasundaram Iyer Park Kutti Thambiran Street	18	
38	Gandhi Park Madavaram High Road	18	
39	Mohamed Abdul Azeez Sahib Park Pulian-tope Road	18	Reading Room
40	Selvapathy Chetty Park Strahan s Road	17	
41	Bakthavatsulu Naidu Park	17	
42	Arundale Park Bogipalayam	17	
43	Wadia Park	18	
44	Park in Kannabiran Koil Street Perambur	18	
45	Park in Chengem Street	18	Bath Rooms
46	Raghavendra Rao Park	19	Radio
47	Park in Angalamman Koil Street	19	
48	Venkatanarayana Naidu Park	19	
49	Park in Choolai Bazaar Road	19	
50	Park in Govindan Street	19	
51	Park next to Raghavendra Rao Park	19	Reading Room
52	Natarajaswami Park Rutlers Lane	19	
53	Park at the junction of Padavittammen Koil Street and Chellappa Mudaly Street	20	
54	Edward Park	20	Reading Room
55	Patel Park	20	Radio
56	Madurai Pillai Garden	23	
57	Park around Playground Kandappa Mudaly Street	20	
58	Park in Church Road	23	
59	People s Park	23	Radio
60	Thirumalai Pillai Park	23	
61	Venkatesa Perumal Park	23	
62	Park at Rottigedingu Thiruvengada Mudaly Street	23	
63	Park in Poonamallee High Road next to Jaya Mansion	23	
64	Bank Manicka Mudaliar Park	22	
65	Park in Taylors Road	22	
66	Park in Dewan Rama Iyengar Road	22	
67	Park at the junction of Lawder s Gate Road and Audiappa Mudaly Street	22	
68	Nehru Park Poonamallee High Road	22	
69	Napier s Park	24	Radio
70	2 Parks in Pumping Station Road	24	
71	Park in Mangapathy Naicken Street	25	
72	Park at the junction of Harris Road and Munia Pillai Street	26	
73	Park in Southern wing of Harris Road	26	
74	Park in Northern wing of Harris Road	26	
75	Park at Marshalls Road	26	Radio
76	Park at South Cooum River Road	26	
77	2 Parks in West River Side Road	26	Bath Rooms

Serial No	Name of Park and Situation	Division	Remarks
78	Park in Pantheon Road junction of Langs Garden Road	26	
79	Park in Swami Reddipuram	27	
80	Park in Mount Road junction of Peters Road	28	
81	Park in Spur Tank Road	28	
82	Park in Azizmulk II Street	28	
83	Park in Devaraja Mudaly Street	30	
84	Park in Peters Road	30	
85	2 Parks in Chella Pilliar Koil Street	31	
86	Park in Khana Bagh Street	32	
87	Park in Alangatha Pillai Street	32	
88	Park in Namasivaya Mudali Street	32	
89	Park in Peyalwar Koil Street	33	
90	Park in Singaperumal Koil Street	34	
91	Park in Ice House Road	35	
92	Hood Park Gopalapuram	36	
93	Park in Mustura Begampetta Lane	36	
94	Park in Cathedral Road	36	
95	Park at Halls Garden	36	
96	Gopathy Narayanaswami Chetty Park in Vellala Teynampet	37	
97	Park in General Patters Road near Madras Club	36	
98	Park in Subraya Mudaly Street	31	
99	Panagal Park Thyagaraya Nagar	38	Radio
100	2 Parks in Mundakanni Amman Koil Street	39	
101	Park in Demonte Street	40	
102	Park in San Thome High Road	40	

PANAGAL PARK

Serial No	Lawns	Division	Remarks
1	Lawn around King George V Statue	15	
2	Lawn at Victory Memorial	15	
3	Lawn at Munroe Statue	24	
4	Lawn at Commander-in-Chief Road	26	
5	Lawn at the junction of Montieth Road and Marshalls Road	26	
6	Lawn at the junction of Halls Road and Egmore High Road	27	
7	3 Lawns in College Road Nungambakkam	28	
8	Vijayanagaram Fountain Lawn Mount Road	31	
9	Lawn at the junction of Village Road and Nungambakkam High Road	29	
10	Gopathy Narayanaswami Chetty Lawn Leonard Street	36	

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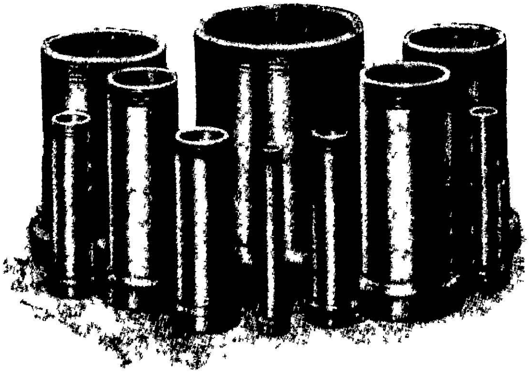

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CITY OF MADRAS

OFFICIAL HANDBOOK

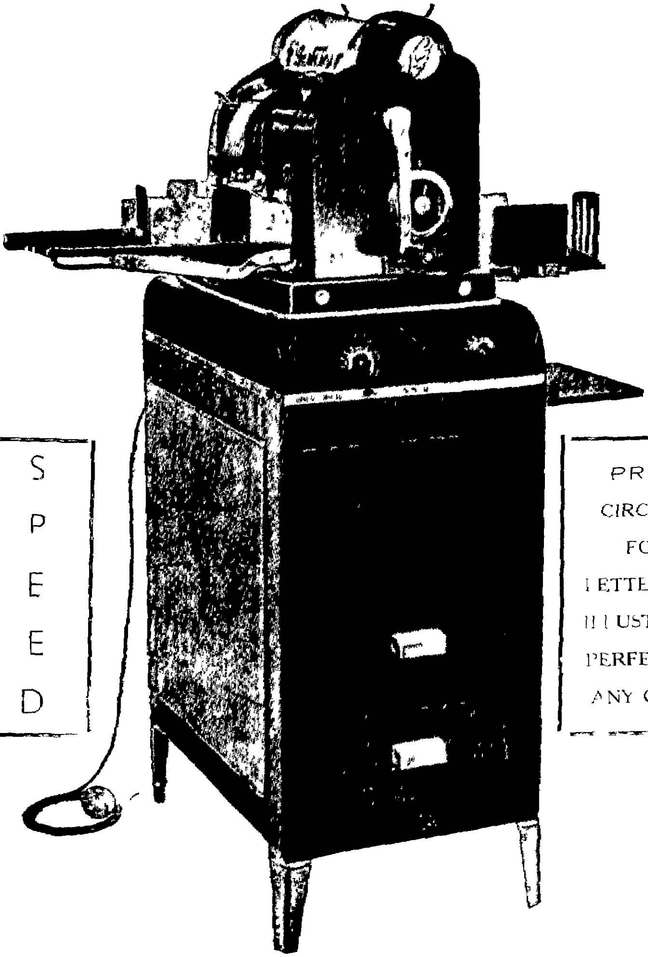
1939

Section III

The Social Services

1 ROADS
2. DRAINAGE
3 PUBLIC HEALTH
4. EDUCATION

ECONOMY



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Roads

The total length of roads in the City is about 490 miles—which consist of about 358 miles metalled, about 122 miles tarred, about 2 miles concreted and about 8 miles asphalted The Corporation has decided to gradually convert all the existing roads now surfaced with laterite or gravel into surfaces with blue granite subgrade with a carpet or painted surface of bitumen on top This work will be spread out into 5 years, the idea being that at the end of this period there shall be no road that has not a proper, durable and hygienic surface During the year 1937-38 nearly 85 miles of road were subgraded with blue granite and 50 miles of this asphalted This programme is continued expeditiously

In the year 1933 a scheme for Rs 5 lakhs for an improved method of road making was undertaken and portions of Poonamallee High Road, Mount Road, North Beach Road, etc , were completed The work was done by Messrs McKenzies Ltd A further programme of this superior surfacing of all the important thoroughfares has been taken on hand under Capital Account The proposals to asphalt-concrete incomplete portion of Mount Road from Rangoon Street to Eldams Road and of Poonamallee High Road from Barnaby's Road to Sydenham's Road and resurfacing Sydenham's Road and Elephant Gate Street, Mannady Street, Marina Road, Body Guard Road and Wall Tax Road have been sanctioned The work on Mount Road has been completed The Government recently sanctioned the cement concreting of Elephant Gate Road and the work on this is in progress

A plant to manufacture emulsion has been purchased and fitted up and for most of our interior work emulsion painting is used Foot paths are now surfaced with emulsion premix Maintenance of all the roads is now done with emulsion and it is found that use of emulsion has been productive of efficient results in the matter of wear and tear and also reduction in the cost of maintenance

The annual expenditure on roads is about 10½ lakhs The Corporation has a fleet of 25 Steam Rollers 59 petrol and 16 steam waggons

DRAINAGE

Description —The City of Madras is very difficult to drain, as it is practically flat without natural surface falls This has necessitated a pumping scheme as opposed to a gravitation scheme

MUTHUSWAMI IYER ROAD

The subsoil consists of sand in the eastern half of the city and clay or sand and clay mixed in the western portion Large quantities of subsoil water are encountered within a few feet of ground surface at all times of the year These natural difficulties make it impossible to lay sewers below a certain depth except at prohibitive cost This has resulted in increasing the number of pumping stations

For drainage purposes, the city is divided into a number of areas, the extent of each area being limited by the depths at which sewers can be laid without difficulty and within a reasonable cost Each of these areas is served by a pumping station to which the sewers in that area gravitate The sewage from the houses flows into the street sewers which convey it by ' force of gravity ' to the pumping station in that area No artificial agency is required to carry the sewage from the houses to the pumping station Here the sewage of the whole area is lifted up by pumps into a cast iron pumping main Similarly, the sewage in other areas is pumped out and the sewage of the whole city is conveyed in this manner to the north-eastern corner of the city, where about one-fifth of the sewage is used to irrigate a farm about 100 acres in extent, while the rest of it is allowed to flow into the seas as sufficient land is not available for irrigation

The system of drainage adopted is known as the ' partially separate system ' The sewers are intended primarily to convey the sewage, though a very small quantity of rain water from the roofs and courtyards of houses is taken into the system as being unavoidable If the sewers are to be big enough to take in all the rain water as well, their capacities will have to be thirty to forty times what they are now The scheme being a pumping scheme every drop of rain water admitted into the sewers has to be pumped and this involves considerable recurring expenditure It has therefore been wisely decided to prevent the rain water from getting into the sewer system as far as possible The rain water from the road surface and the excess rain water from the house drains flow through the road side ditches and old masonry drains into the nearest water course, such as the Otteri Nullah, the Cooum River and the Buckingham Canal

The present scheme was designed about twenty years ago by Mr J W Madely, who was Special Engineer to the Corporation from 1907 to 1924 and it was then estimated to cost Rs 121 66 lakhs The area of the city covered by the scheme is about 15 square miles It was proposed to construct 15 pumping stations, lay about 270 miles of sewers and provide about 40,000 house connections The Madras Government generously undertook to meet half the cost of the scheme from provincial funds

Under this arrangement work was going on satisfactorily for about three or four years when owing to financial stringency caused by the Great War, expenditure was curtailed and orders were issued to finish only portions of work already started, leaving the completion of the scheme to a future date After the War was over, the financial restriction was withdrawn and both the Government and the Corporation agreed once again to complete the scheme each party bearing half the cost

The completion of the original scheme prepared by Mr Madely will not complete the drainage of Madras The scheme does not provide for the drainage of the western and northern portions of the city as they were not sufficiently developed at that time to enable a scheme to be prepared Drainage had become urgent in Chetput, Kilpauk, North Tondiarpet, Theagaroyanagar, Adyar, Mylapore extensions and Nungambakkam Plans and estimates for all these areas have been sanctioned by the Government the works are in progress in Chetput, Kilpauk and Theagaroyanagar and will be taken up shortly in other areas Plans and estimates for Perambur and Vyasarpady are under preparation and will be submitted to Government shortly

The Corporation have so far completed 14 pumping stations and 3 more are under construction about 257 miles of sewers have been laid and 25,136 house connections given The total cost of these works amount to Rs 177 lakhs

Water carriage system of night soil - The practice, namely, the employment of men and women for the collection and removal of human excreta is repulsive To citizens it must be a source of supreme disgust while its degrading influence on those deputed to carry out such a work cannot be over-estimated The introduction of flush-out latrines in houses is an absolute necessity If this is not done, the citizens are not using to the fullest possible extent the costly underground drainage system which the Corporation has constructed

With the universal introduction of flush-out latrines and water closets, the reduction in death rate has been immediate and remarkable in many cities Unfortunately this essential sanitary reform could not be effected, as the majority of people plead poverty To get over this difficulty a scheme was prepared by which the Corporation undertakes to construct such latrines in private houses the cost thereof being recovered in easy monthly instalments The scheme has been approved and work was started in May 1930

Due to persuasive measures adopted in getting the parties to comply with the scheme and the advantages afforded by recovering

the cost in easy monthly instalments and due also to the prosecutions launched against defaulters, there has been satisfactory progress in the matter of constructing flush-out latrines in private houses The total number of flush-out latrines constructed up to 31st March 1939 is 17,613

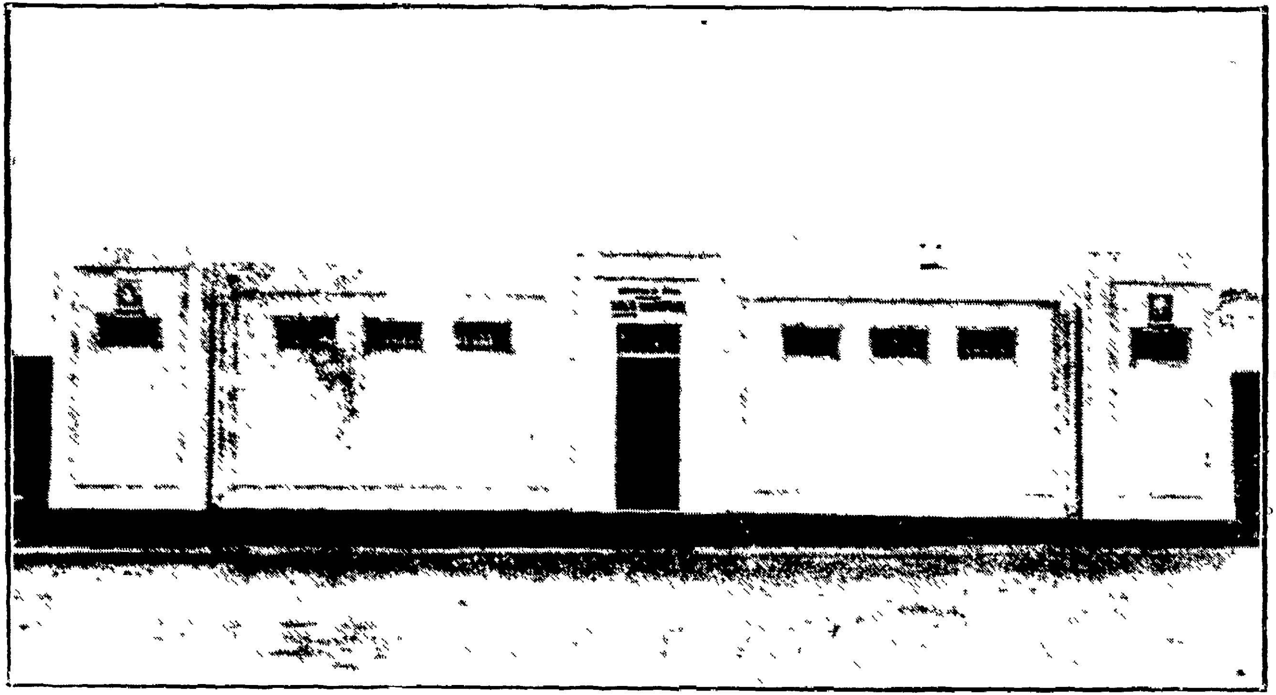
Public conveniences in the City—There were about 240 sanded latrines in various parts of the city But many of them are old and insanitary As the want of a superior type of public conveniences suitable for middle classes was felt, a scheme for constructing about 69 improved type of public conveniences was prepared The scheme costing about 2 5 lakhs was sanctioned by the Council on 7-5-38

Public conveniences in the following places have since been constructed

1 At Redoubt Road, Egmore,
2 Within the quadrangle of the Moore Market
3 Behind Baliah Naidu Dispensary in Choolai
4 In Gulam Abbas Ali Khanpet
5 Opposite to Band Stand, People's Park
6 In Perambur Barracks Road
7 In Ponnappan Lane
8 At Parry's Corner
9 At the Northern curve of Kondi Chetti Street
10 Within the Royapuram Pumping Station in Mannarswamy Koil Street
11 In Wallajah Road
12 In Pycrofts Road
13 In Halls Garden Cherry
14 In Ammayappa Mudali Street
15 In Ellis Road
16 In Devaraja Mudali Street

Besides the above Public conveniences 5 others are in progress and three of them will be in the Fisherman colony, Kasimode A further programme for the year 1939-40 for the conversion of 8 dry latrines is now before the Council

Sewage Disposal—Sewage is of high economic value as it contains substances which go to enrich the soil At present for want of sufficient land nearly four-fifths of the city sewage is being wasted by being let out into the sea The Corporation may have to go about 4 or 5 miles to the north of the city to obtain sufficient land to deal with the whole of the city sewage, and the income derived from such a farm will not be sufficient to meet even the interest charges on the capital cost of land and works required to convey the sewage to that distance



PUBLIC CONVENIENCE AT EGMORE

A less costly scheme to deal with the sewage in a more profitable way is being worked out This is the 'Activated Sludge' process The basic idea is to imitate the processes of nature and to separate the foul sewage into fairly clear water and sludge by using air and various bacterial forms The clear water is let out into any water course without causing any offence or used for irrigating gardens The sludge is dewatered and sold as manure to agriculturists

Dr Fowler who was requested to examine and report on the sewage and refuse disposal of Madras recommended a scheme of activated sludge process costing about 8 lakhs for dealing with 4 millions of sewage and this scheme was placed before S C and Council for their consideration As the scheme was a costly one, the S C (T & F) at its meeting held on 19-5-38 decided to adjourn the consideration of this scheme till Kilpauk sewage disposal scheme is experimented upon and results obtained thereon

Storm water drainage —The Corporation has constructed about 38 miles of storm water drains in various parts of the city to carry away the rain water, the size of the drain varies from 2 ft width to twin drains each 10 ft wide A scheme estimated to cost Rs 6 09 lakhs has recently been sanctioned by the Government and works have been taken up in Tondiarpet, Purasawalkam, and Mylapore areas Major portion of the works has been completed A further scheme for the construction of drains in the remaining parts of the city is under preparation

For all the drainage schemes except storm water drains, the Madras Government are contributing half the cost as a free grant The amount so far received from Government as free grant for the drainage works is about Rs 80 5 lakhs The remaining amount has been obtained as loan from Government

PUBLIC HEALTH

In the early years of English settlement in Madras and before the Corporation was established, the Governor of the East India Company made arrangements for keeping the town clean by appointing scavengers for the purpose and defraying the expenses thereof through a moderate tax collected from the inhabitants Sometime after the Corporation had come into existence, the Company decided to transfer these taxes to the Corporation subject to the condition that the Conservancy of the town was managed by the Corporation But no regular attempts seem to have been made by the Corporation to care for the health of the citizens for a great number of years In 1776, the Company's scavenger issued Sanitary regulations for the prevention of nuisance in George Town, carts and cows not to be kept in the streets, each house to have a cess pool, etc In 1793 an Act of Parliament was

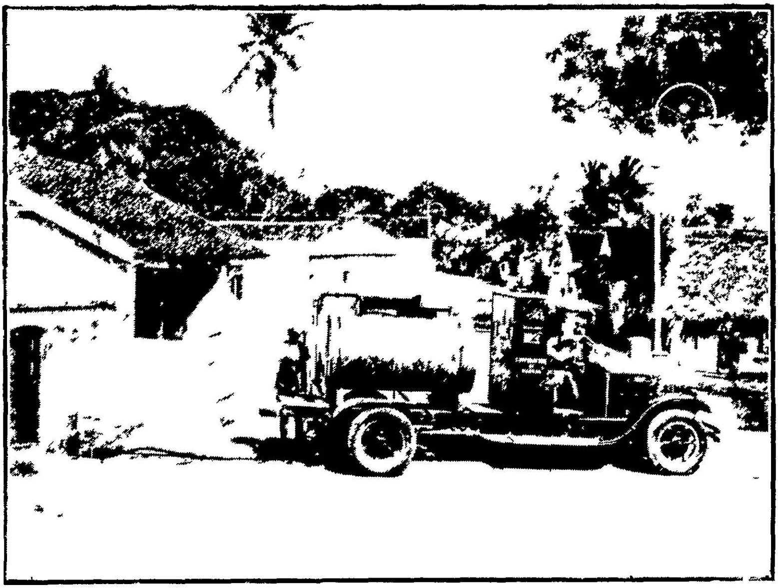
enacted by which the Corporation was given powers to appoint scavengers for cleansing the streets and to defray the expenses thereof by raising taxes In 1856 the Justices of Peace was replaced by a body corporate consisting of three Commissioners who were to look after the Conservancy and improvement of the Town of Madras By the Act IX of 1867 provision was made for the systematic registration of births and deaths and the sections relating to Public Conservancy and Public Health were amplified and improved By a supplementary Act V of 1871 the Corporation included among its purposes the training and appointment of Vaccinators and the application of the Indian Contagious Diseases Act and all local works of Public Utility calculated to promote the public health This period marked the real beginnings of the Health Department as a separate unit of the Corporation

The Health Department which was started with only one Sanitary Inspector in 1885 has now 40 Sanitary Inspectors and 40 Process Servers

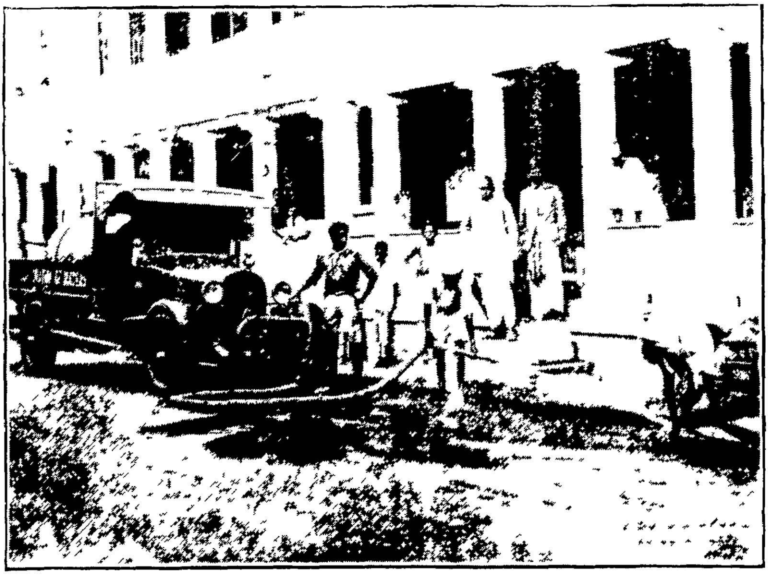
Until March 1905 the Conservancy Department was almost entirely worked on contract system, the scavengers, carts, bullocks and drivers being all supplied by contractors It was gradually brought under the Departmental system There were originally eight Depots in the City each under a Sanitary Inspector who was designated as Depot Superintendent and each depot contained the necessary complement of bullocks and carts for conserving the particular area They were gradually reduced to 6 in the year 1919 Veterinary graduates are now in charge of the Depots Their work is supervised by a Veterinary Officer

A motor mechanic is in charge of the Lorry Station where there are 53 lorries of which 30 are used for the removal of rubbish and 6 for removing nightsoil and filth Five lorries are used for removing sewage and the rest used for different kinds of work, *viz*, for watering streets, blood removal at the slaughter houses, catching stray dogs, the destruction of unwholesome foodstuffs, etc

Registration of Births and Deaths—The registration of Deaths was first introduced in Madras on the 1st January 1855 and the duty of collecting the information regarding deaths rested entirely with the municipal and police authorities From the beginning of 1860, the whole mortuary establishment was transferred to the office of the Director-General, Medical Department, and on 1st January 1865, it was placed under the Sanitary Commissioner From 1st April 1868, the registration of both deaths and births was made compulsory by Act IX of 1867 and the work devolved upon the Corporation Registration offices were opened in the several parts of the city for the convenience of the residents and till 1910 the work was managed by eight laymen designated as Registrars who were assisted by eight Conicopillays In 1911 these



REMOVAL OF CESSPOOL CONTENTS BY MEANS OF MOTOR VANS



FLUSHING THE WATER TABLES BY WATER VAN

laymen were replaced by qualified medical men (Sub-Assistant Surgeons) and they functioned as Medical Registrars only till 1919 when both Registration and Vaccination were amalgamated and placed under one Medical Officer There are sixteen Depots in the City in which Vaccination and Registration are carried on

Vaccination—The Vaccination Department was originally administered by the Government Inspector of Vaccination and was transferred to the Corporation in 1878 Compulsory Vaccination was introduced in the City on the 1st June 1884 and is now worked as per bye-laws framed under the City Municipal Act by which every parent or guardian of an unprotected child more than six months old and residing within the Municipal limits is bound to get it vaccinated

Prior to 1913, the work of the Vaccination was in charge of trained Vaccinators, with a Deputy Inspector of Vaccination to supervise them Since 1913, Sub-Assistant Surgeons are in charge and are assisted by men who are trained to perform vaccination

Till the year 1909, the Corporation was preparing its own lymph for Vaccination purposes Since that year the King Institute, Guindy, has been supplying lymph for use in the several Depots Under the amended City Municipal Act provision has been made for the enforcement of revaccination in emergencies

Food Analysis—A Corporation Food Analysis Laboratory is run for the analysis of food under the Prevention of Adulteration Act The Sanitary Inspectors who are designated as 'Food Inspectors' take samples of ghee, butter, tea, gingelly oil, milk, etc, sold in the City and send them for analysis

MATERNITY AND CHILD WELFARE

The Corporation Child Welfare Scheme was inaugurated in September 1917 The conditions prevailing in the city at the time, so far as they related to the health and welfare of infants and pregnant women, were appalling There used to be a very high infantile mortality, and considerable lack of facilities for clean midwifery service among the poor and middle classes, who through ignorance contented themselves, with obtaining the services of the unqualified barber women The Scheme started by the Corporation was first aimed at displacing these unqualified barber women by trained midwives, and with this object in view, a small beginning was made in 1917 to organise midwifery service in a restricted area in and around Triplicane Within the course of a few months, the Scheme gained so much popularity that the need for expanding it on systematic lines was soon found imperative and urgent

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The first Child Welfare Centre at Triplicane thus came into existence in 1917 An out-patient clinic was established, wherein the minor ailments of infants, expectant and nursing mothers were also treated This clinic grew popular very rapidly In the years that followed, the Scheme gradually developed, more Centres were organised in various parts of the city, and at present, there are twelve Child Welfare Centres which serve the needs of the poor and the lower middle classes in the city

The aims of Maternity and Child Welfare Work

1 Care and Supervision of Pre-Natal cases,
2 Intra-Natal care
3 Care of young infants and mother during the puerperal period,
4 Supervision and care of the infant and pre-school child,
5 Teaching of the mothers in health matters collectively at the Centres and individually in homes
6 Sending in time to hospitals those cases which would benefit by hospital care and treatment

Pre-Natal Clinics are conducted regularly by the Lady Doctors at the Child Welfare Centres The Clinics are open to all classes of pregnant women, irrespective of the earning capacity of their husbands

Maternity Service —Free Maternity service is now restricted to those who are indigent or whose family income is Rs 50/- or less per month A fee of Rs 2/- for a confinement day and annas eight for each attendance afterwards is charged from persons whose monthly income is above Rs 50/- and below Rs 100/- For those whose income per month is Rs 100/- and below Rs 200/- a fee of Rs 10/- for a confinement day and Re 1/- for each attendance afterwards is charged This service is not available for cases after delivery which were attended to by private Medical Practitioners, qualified Nurses and Midwives

Booking of cases —In attending on maternity cases, preference is generally given to cases which are on the rolls of the Pre-Natal Clinics for at least a month before the date of confinement and which have periodically attended the Clinics, and have had the benefits of examinations conducted therein This is done in order to impress on the public the importance of Pre-Natal care

Conduct of Operative Delivery — This scheme deals, as far as possible, with cases of normal labour Abnormal cases requiring instrumental aid or special attention are sent or taken to hospitals in time except in cases of emergency, when the treatment is undertaken by the Medical Staff of the Scheme For the prompt removal of cases to hospitals, the Corporation maintains a motor ambulance

Milk Supply.—Free milk is given to poor babies in need of artificial feeding They are selected with great care Among them are motherless babies, twins, triplets, poor and ill-nourished babies whose mothers suffer from constitutional diseases where breast-feeding is contra indicated or impossible, and babies of destitute mothers who do not have sufficient milk owing to want of nourishment Two feeds are given at the Centre, in the morning and in the afternoon, and rest of the milk is allowed to be taken home Annually, the Corporation spends about Rs 7,000/- on milk supply In addition milk is given to the deserving expectant mothers, so that their health may be improved and the infants born may have a better start in life

These milk depots provide us with ample opportunities for giving practical demonstrations to mothers in artificial feeding of infants and have been a means of drawing many a mother into our educative circle

Educative Work of the Scheme consists of mother-craft classes, magic lantern demonstrations, cinema shows, health talks in the slums and divisional health exhibitions

In the City of Madras, there are numerous slums where water-supply is inadequate and sanitary conditions need improvement To the children living in slums, a clean warm bath is a luxury In such circumstances, a mere talk on personal cleanliness, a magic lantern demonstration or a cinema show is often ineffective Giving clean warm baths to children forms part of the activities of the Child Welfare Scheme They are given at the Centres, where they serve as object lessons to the illiterate and ignorant mothers At the same time, they promote the health of the babies, who are brought up otherwise under most unhygienic conditions

Maternal and Infantile Mortality.—The high maternal and infantile mortality rate in the City are largely due to want of proper care and attention during pregnancy of mothers and after child-birth The Child Welfare Scheme educates the women as to the care expected of them and to the necessity of attention by a trained midwife during child-birth

The following is a list of Child Welfare Centres —

1 Triplicane (2 & 3 Kuppu Muthu Street, Tiruvateeswaranpet)
2 Washermanpet (38, Tiruvattiyur High Road, Washermanpet)
3 Purusawalkam (109, Purusawalkam High Road)
4 George Town (44, Ammen Koil Street, George Town)

5 Chetput (Indian Red Cross Society Buildings, Jagannathapuram)

6 Mirsaibpet (48, Bazar Road, Mylapore)

7 Muthialpet (93, Thambu Chetty Street, George Town)

8 Royapuram (No 1, Flag Staff Street, Royapuram)

9 Perambur (39, Pulianthope High Road, Perambur)

10 Egmore (37, Langs Gardens Road, Egmore)

11 Choolai (108, Kalathiappa Mudali Street, Choolai)

12 Royapettah (40, Lloyds Road, Royapettah)

Medical Aid —In addition to the two Corporation Isolation Hospitals at Tondiarpet and Krishnampet where cases of Infectious Diseases are treated, the Health Department runs twenty-seven dispensaries in charge of qualified medical men in the several parts of the City for rendering free medical aid to the poor Besides these, there are seven dispensaries of the Indian system of medicine in charge of persons passed out of the Indian School of Medicine

A wholetime skin and leprosy clinic is run at Ice House Road Another part-time skin and leprosy clinic is run at the Vyasarpady Dispensary

A venereal clinic is also being run by the Corporation in Pulianthope Road

Since the year 1923 systematic medical inspection of School Children is being carried on by the Health Department There are four Medical Inspectors and two Medical Inspectresses in charge of the work About 17,000 boys and 11,000 girls are examined every year During the year 1936-37 as many as 17,761 boys and 11,615 girls were medically examined of whom nearly 13,247 were found defective and advice for treatment was given to 12,400 children Among these 7,022 were cured and 3,003 were under treatment at the end of the year

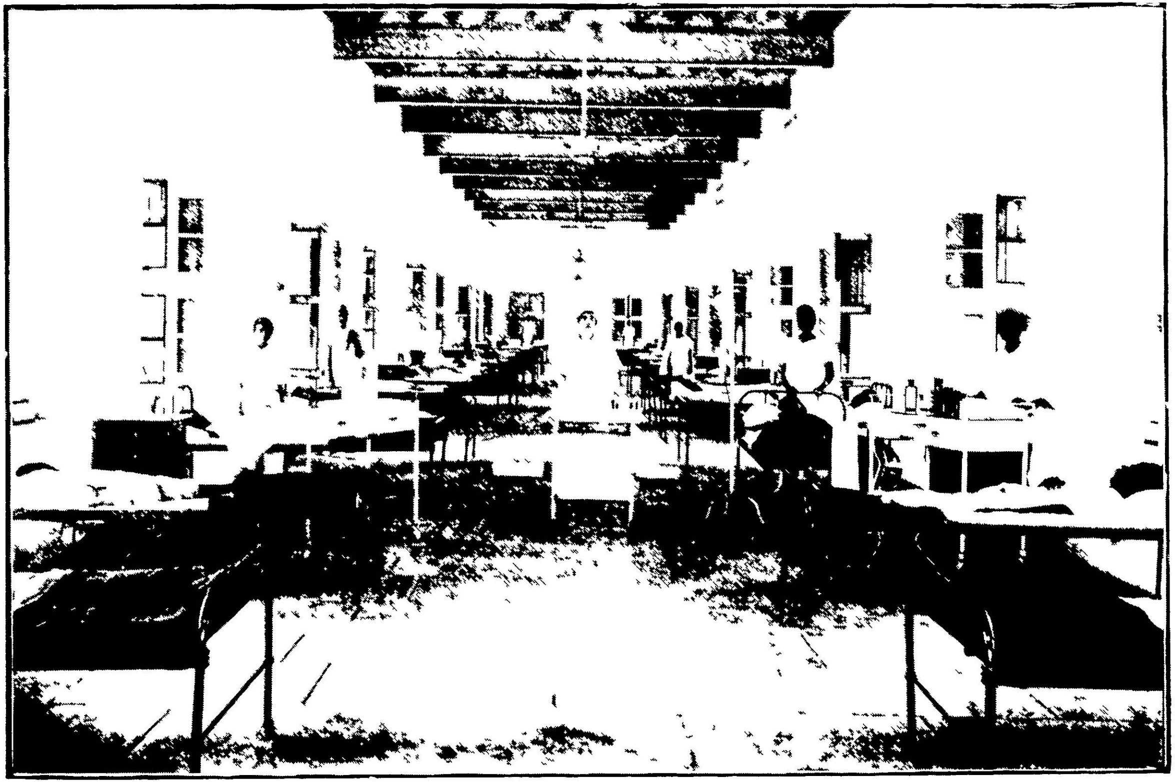
In 1937 one honorary Medical Inspector and a honorary Medical Inspectress were appointed The Medical Inspection Staff detected 460 children suffering from leprosy in early stages They are being treated at the Corporation skin clinics as well as at the dispensaries Such of the children who reside at a good distance from the treatment centres are being taken to the different dispensaries for treatment by a motor bus provided exclusively for the purpose

The following is the list of dispensaries —

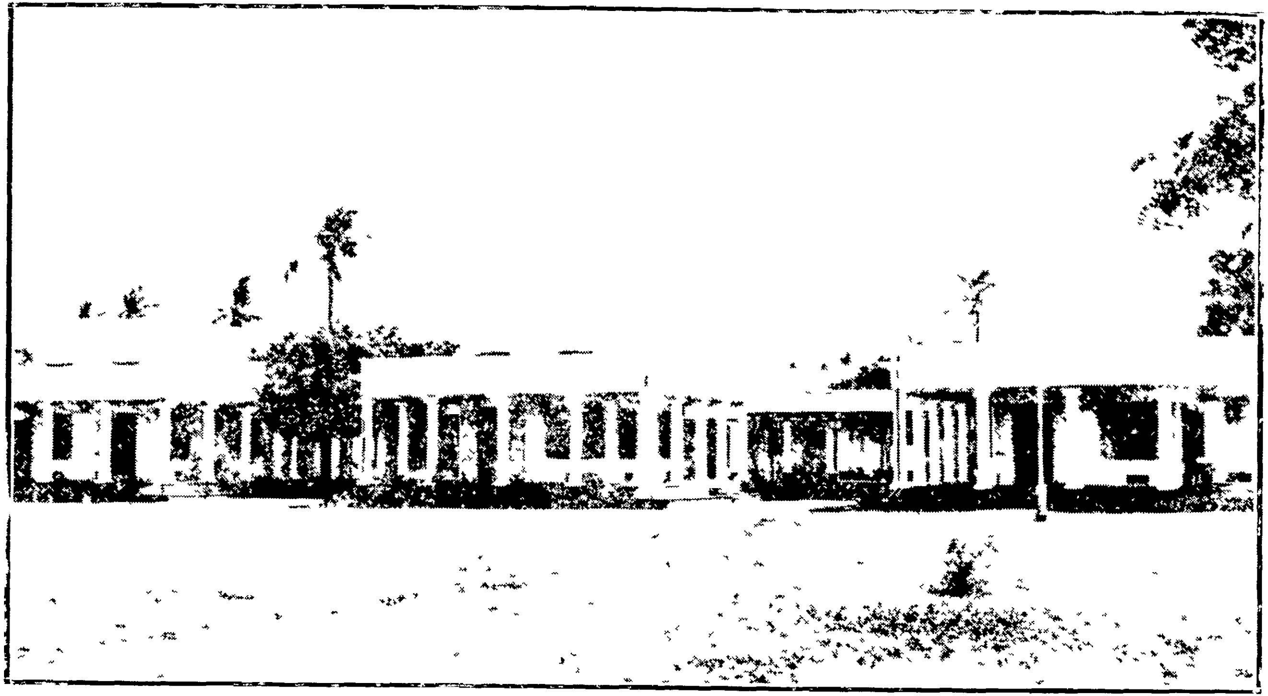
1 Royapuram Dispensary, 87, Suryanarayana Chetty St
2 Washermanpet Dispensary, 37, Tiruvottiyur High Road
3 Harbour Division Dispensary, 6/7 Adam Street
4 Egmore Dispensary, 34, Poosala Gengu Reddy Street
5 Mahfuskhan Garden Dispensary, 55, Thatha Muthiappan Street
6 Mint Street Dispensary, 286, Mint Street
7 Trevelyan Basin Dispensary, G T
8 Perambur Dispensary, 33, Madavaram High Road
9 Unani Dispensary, Mannarswami Koil Street
10 Vyasarpadi Dispensary, No 18, Balakrishna Mudali Street
11 Baliah Naidu Dispensary, Vepery
12 Kosapet Dispensary, Vinaitheertha Vinayagar Koil St
13 Kilpauk Dispensary, 118, Purasawalkam High Road
14 Nungambakkam Dispensary, 11, Noor Veeraswami Iyer Street
15 Chintadripet Dispensary, Arunachala Naicken Street
16 Triplicane Dispensary, 25, Pycrofts Road
17 Pudupakkam Dispensary, 369, Pycrofts Road
18 Teynampet Dispensary, 9, Marappa Naick Street
19 Mylapore Dispensary, 89/92, Cutchery Road
20 Unani Dispensary, 100, Thayar Sahib Street
21 Theagarayanagar Dispensary, Gopathy Narayanaswamy Chetty Road
22 Ayurvedic Dispensary, Model School Road, Thousand Lights
23 Siddha Dispensary, No 10, Alathoor Subramania Achari Street, Choolai
24 Krishnampet Dispensary, 25, Barbers Bridge Road
25 Unani Dispensary, Mannady
26 Siddha Dispensary, Ottery
27 Unani Dispensary, Pudupet

Isolation Hospitals—There are two hospitals maintained by the Corporation, one at Krishnampet and the other at Tondiarpet.

The Tondiarpet Infectious Diseases Hospital is located on the Tiruvottiyur High Road in a spacious ground walled off from the surroundings It is only a few yards from the sea front and enjoys



A WARD IN TONDIARPET HOSPITAL



INFECTIOUS DISEASES HOSPITAL TONDIARPET

an abundance of light and fresh sea air It is comprised of two main blocks connected to each other by protected verandahs and provides 104 beds The East block consists of six wards with four beds each and four wards with two beds each fitted with up-to-date sanitary bath rooms etc The west block consists of three main wards In the Krishnampet Isolation Hospital there are six wards fitted with electric installation The total number of beds are sixty-seven Statistics show that the death rate from cholera, small-pox and other diseases treated in these hospitals is lower than in the case of those treated in private houses This is remarkable when it is remembered that many of the hospital cases are desperately and dangerously ill at the time of admission to the hospital The necessary clothing, diet and medicines are provided by the institutions free of cost Special needs of different classes of patients are attended to as far as practicable Two ambulance cars are stationed at each of the Hospitals and the public can requisition their services free of cost at any time during day and night for removing cases of Infectious diseases Citizens will do well to remember that removing cases in public conveniences is a very dangerous practice It is an offence against the Public Health Laws and is a fruitful source for the spread of infection

Gradually the public has awakened to the value of Infectious Diseases Hospitals as a distinct and vital function in the City

EDUCATION

Prior to the year 1910, expenditure from Corporation funds on education was mainly confined to the disbursement of teaching grants to Elementary Schools in the City under private management and to the maintenance of an Elementary School at Chetput which was opened by the Corporation in the year 1906 In the year 1908 the Government while reviewing the Administration Report of the Corporation of Madras for the year 1907-08, observed that the improvement of the accommodation of many of the Elementary Schools in the City was an important matter on which the funds of the Corporation might be usefully spent and advised the Corporation to take up the matter for consideration The Corporation of Madras thereupon approached the Government to appoint a Committee to consider the question of providing school buildings free of rent for Aided Elementary Schools in the City This was accepted by the Government and a Committee was constituted As a result of the recommendation of this Committee a scheme was started under which the Corporation agreed to construct and maintain forty Model Elementary Schools within a period of ten years In view of the heavy outlay involved in this scheme, the Corporation was relieved of the liability to award teaching grants to Elementary

CORPORATION MODEL SCHOOL, STRAHAN'S ROAD, PERAMBUR

Schools in the City for a period of ten years. The Corporation was, however, able to construct buildings for only twenty-six schools and to maintain four other schools in rented buildings within the prescribed period.

In the year 1921 a beginning was made towards starting Elementary Schools exclusively for girls. During the period from April 1921 to March 1924 the number of Schools maintained by the Corporation for boys and girls rose to thirty-eight and four respectively with 6,731 boys and 1,997 girls on the rolls.

In the year 1924 the Corporation took a bolder and a more progressive step in the matter of Elementary Education when it resolved to introduce free and compulsory education in the then Divisions 24 to 27 as an experimental measure. On the

CORPORATION MODEL SCHOOL, LLOYDS ROAD

20th January 1925 it further resolved to levy an education cess of 1.4 per cent and to contribute annually a sum of Rs. 2.4 lakhs to the Elementary Education Fund from the general revenues of the Corporation. In their Order No. Ms. 951 dated 8th June 1925 the Government accepted the principle of gradual introduction of Elementary Education in the City and in particular approved the introduction of Compulsory Elementary Education for boys and girls (non-Muslims) in Divisions 24 and 27 during the year 1925-26. On the 9th December 1926 the Government sanctioned

the introduction of compulsion in Divisions 28 to 30 with effect from 1st January 1927 The success that attended the scheme emboldened the Corporation to introduce it in other parts of the City and also to include within its scope Muslim boys and girls Within three years compulsion had become complete in all parts of the City

Before the introduction of compulsion in July 1925, the Corporation had under its management fifty-three elementary schools There are at present 140 schools managed by the Corporation, of which eighty-eight are for boys and fifty-two for girls, and 27,502 boys and 19,145 girls are receiving free education in them With a view to gradually remove illiteracy from the City, the Corporation has undertaken to open more schools in school-less areas

Pro-Vocational Training —Vocational Training forms one of the important items in the curricula of studies in some of the Corporation schools The training mainly depends upon and is suited to the needs of the locality in which the school is Rope-making and net-weaving are taught to the children of Fishermen caste in two schools Instruction in printing and book-binding, embroidery, weaving, rattan-work, tailoring and carpentry is given and steps have been taken to make these vocational classes really useful to children after they leave the school

Housing —Out of 140 Corporation Elementary Schools, both for boys and girls, sixty-two are located in Corporation and Government buildings All these have spacious premises with facilities for gardening and nature study The other schools are located in rented buildings To find suitable buildings in thickly populated centres is a difficult problem which can be solved only by the Corporation constructing its own school building To achieve this object, a building scheme is kept in view

Medical Inspection —Imparting instruction in three R's is not the only object aimed at by the Corporation in its attempts to reduce illiteracy to a minimum Four Medical Inspectors and two Medical Inspectresses periodically examine all school children A scheme for employing honorary medical men for this purpose is being tried and it is now too soon to pronounce a definite opinion in the matter As a result of medical inspection, children found defective and requiring special treatment are sent to the concerned hospitals for treatment and those suffering from minor ailments are advised to attend the nearest Corporation Dispensary Instruction in personal hygiene is included in the school programme To enforce better attendance and to avoid small ailments due to

mal-nutrition, a mid-day meal is given to 6,000 poor children in 96 Corporation Schools at a cost of about Rs 50,000/- per annum

Night Schools —Night schools are being held in twenty-one Corporation School buildings for the benefit of illiterate people These schools are managed by private bodies in the City such as Children's Aid Society, Y M I A, Social Service League, and other philanthropic institutions

Reading Rooms —There are twenty-one Free Reading Rooms maintained by the Corporation for the benefit of the public The policy of the Corporation is to provide each municipal division with at least one Corporation Free Reading Room The Sunkuvar Civic Library in the Ripon Buildings and the Circulating Library at Mylapore are also managed by the Corporation Contributions are also paid to forty-four Reading Rooms maintained by private bodies

Playgrounds —There are fifteen corps Playgrounds in the city of which six are intended for the use of the public

Radio —Radio sets have been installed in fourteen Corporation Schools and instruction in music is imparted to pupils of these schools from the All India Radio Station, Egmore

Boy Scouts and Girl Guides —In the Corporation Schools, there are forty-three Cub Packs, forty-seven Scout Troops and thirty Blue Bird Flocks The total strength of children taking part in the Scout and Guide Movement is 2,200 and the number of Scouters and Guiders is 120

The Corporation High School, Nungambakkam —This High School was started in the year 1926 and has an enrolment of 652 pupils

Conclusion —A sum of about Rs 11 lakhs is being spent annually by the Corporation on Elementary Education as against a sum of Rs 5,500 in the year 1911-12 It has been observed by an eminent writer that ' If any one function is to be singled out as furnishing the best index of vitality and vision of City Government, it is Education ' Judged by this test, the Madras Corporation can well claim a prominent place among the municipal bodies in India

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(7) Stories and Songs Part I, II & III, **Annas 2½, 3 & 3½** respectively

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Statement showing the names of Corporation Schools with the number of pupils on rolls and the number of Adi-Dravida pupils

Serial No	Name of School	Rented or owned building	Strength on 1st November 1939			No of Adi-Dravida Pupils
			Boys	Girls	Total	
1	C B S Kasimode	Owned	175	83	258	43
2	Royapuram	Owned	318		318	49
3	Kalmandapam	Owned	297	47	344	23
4	,, Pudumani Kuppam	Owned	265	103	368	48
5	,, Sanjivaroyanpet	Owned	425		425	2
6	Cemetery Road	Owned	461	129	590	170
7	Korukkupet	Owned	870		870	70
8	, Thiruvattiyoor High Road	Owned	151	34	185	50
9	Cochrane Basin Road	Owned	196	80	284	279
10	,, Tinghi Chetty Street	Rented	135	59	194	39
11	,, Angappa Naick Street	Rented	172	57	229	125
12	,, Sembudoss Street	Rented	187	73	260	42
13	, Salai Vinayagar Koil Street	Owned	332	201	533	84
14	, Malayappan Street	Owned	206	46	252	86
15	,, Seven Wells Street	Rented	325		325	1
16	Vasapmodu	Owned	176	78	254	166
17	, Nattu Pillaiyar Koil Street	Rented	299	219	518	1
18	Kondithope	Owned	348		348	15
19	, Anna Pillai Street	Owned	205	118	323	51
20	Gujarathi School	Rented	164	16	180	
21	, Edapalayam	Owned	342		342	8
22	Davidson Street	Rented	126	88	214	20
23	Madhavaram High Road	Owned	506		506	80
24	Strahan s Road	Owned	873		873	69
25	, Pulianthope	Rented	522		522	150
26	, Vyasarpady	Owned	145	86	231	119
27	,, Choolai	Owned	479	241	720	8
28	, Vedavinayagar Road	Rented	274		274	37
29	Angalammen Koil Street	Rented	461		461	18
30	, Purasawalkam	Owned	498		498	65
31	, Padavattammen Koil Street	Owned	590		590	47
32	, Sundaram Pillai Street	Owned	446		446	47
33	, Periamet	Owned	297		297	97
34	Maddox Street	Rented	263		263	207
35	,, Egmore	Owned	366		366	51
36	Goyathope	Owned	382		382	134
37	Kilpauk	Rented	181	116	297	121
38	Nammalwarpet	Owned	279	96	375	43

Statement showing the names of Corporation Schools with the number of pupils on rolls and the number of Adi-Dravida pupils

Serial No	Name of School	Rented or owned building	Strength on 1st November 1939 Boys	Girls	Total	No of Adi-Dravida Pupils
39	C B S Gangatheeswarar Koil Street	Rented	364		364	23
40	,, Nungambakam	Owned	541		541	73
41	Chetpet	Owned	427	179	606	396
42	Subbarayagramani Street	Rented	181	80	261	12
43	Thousand Lights	Owned	572		572	337
44	Kodambakam	Rented	175	50	225	43
45	Chintadripet	Owned	582	335	917	89
46	Mangalapuri	Rented	267		267	123
47	Magazunpuram	Rented	90	51	142	120
48	,, Vallabha Agraharam	Owned	413		413	1
49	Bangaru Naick Street	Rented	400	23	423	66
50	Pudupakkam	Owned	322	150	472	43
51	Bell s Road	Owned	475		475	14
52	Typhoon Alikhan Street	Rented	336		336	48
53	Venkatarangam Pillai Street	Owned	362		362	16
54	Triplicane High Road	Owned	486		486	2
55	Begum Sahib Street	Owned	160		160	8
56	Bazaar Road Mylapore	Rented	588		588	11
57	Nochikuppam	Owned	143	33	176	45
58	,, Anne Beasant School	Owned	177	28	205	111
59	Royapettah	Owned	434	44	478	44
60	Vannia Teynampet	Owned	413		413	11
61	Mount Road	Rented	115	44	159	67
62	,, Damodar Street	Owned	351		351	177
63	Vellala Teynampet	Owned	260		260	70
64	Thiruvalluar	Owned	135	29	164	162
65	,, Lloyds Road	Owned	541	16	557	76
66	,, Veeraperumal Koil Street	Rented	234		234	24
67	,, Mambalam	Owned	377	3	380	9
68	,, Mandavalli	Owned	368		368	51
69	San Thome	Owned	186	43	239	59
70	Royapettah High Road	Rented	116	9	125	9
71	C M B S Kalmandapam	Rented	80		80	
72	Angappa Naick Street	Owned	127		127	
73	,, Washermanpet	Owned	318		318	
74	,, Seven Wells	Rented	187		187	
75	Mofuskhan Garden	Rented	164		164	

Statement showing the names of Corporation Schools with the number of pupils on rolls and the number of Adi-Dravida pupils

Serial No	Name of School	Rented or owned building	Strength on 1st November 1939 Boys	Girls	Total	No of Adi-Dravida Pupils
76	C M B S Perambur	Owned	374		374	
77	, Periamet	Rented	92		92	
78	Pudupet	Rented	130		130	
79	Thousand Lights	Rented	114		114	
80	, Chetty s Garden	Rented	153		153	
81	,, Chepauk	Rented	499		499	
82	,, Puranabagh	Rented	207		207	
83	,, Mir Bakshi Ali Street	Owned	170		170	
84	,, Shaick Dawood Street	Rented	127		127	
85	,, Mirsahibpet	Owned	248		248	
86	,, Mylapore	Rented	102		102	
87	, Royapettah	Rented	198		198	
88	Chintadripet	Rented	88		88	
89	C G S Arathoon Road	Rented		310	310	76
90	, Palmyrah Depot	Owned		217	217	16
91	,, Narasier Street	Rented		226	226	2
92	Korukkupet	Rented		403	403	29
93	,, Thiruvattiyoor High Road	Rented	25	196	221	3
94	, Anglo-Indian School	Rented	55	151	206	15
95	,, Seven Wells Street	Rented		329	329	
96	, Kondithope	Rented		246	246	5
97	,, Amaravathy	Rented		545	545	1
98	Edapalayam	Rented		604	604	
99	, Perambur High Road	Rented		227	227	157
100	,, Perambur Barracks Gate Road	Rented		340	340	47
101	, Pulianthope	Owned		305	305	62
102	, Madhavaram High Road	Owned		448	448	59
103	, Choolai	Rented		382	382	
104	, Vedavinayagar Road	Rented		406	406	26
105	,, Kandappa Mudali High Road	Rented		235	235	22
106	, Periamet	Rented		202	202	116
107	,, Egmore	Rented		303	303	35
108	, Komaleswaranpet	Rented		419	419	20
109	,, Vellala Street	Rented		272	272	3
110	, Nungambakam	Owned		423	423	42
111	,, Thousand Lights	Owned	61	214	275	154
112	, Thayar Sahib Street	Rented		330	330	20
113	,, Pillaiyar Koil Street	Rented		395	395	
114	, Akbar Sahib Street	Rented		451	451	17

Statement showing the names of Corporation Schools with the number of pupils on rolls and the number of Adi-Dravida pupils

Serial No	Name of School	Rented or owned building	Strength on 1st November 1939			No of Adi-Dravida Pupils
			Boys	Girls	Total	
115	C G S Tholasingaperumal Koil Street	Rented		712	712	9
116	,, Venkatarangam Pillai Street	Owned		307	307	6
117	,, Soorappa Mudali Street	Owned		306	306	
118	,, Peters Road	Rented		183	183	4
119	,, Bazaar Road Mylapore	Rented		444	444	5
120	,, Krishnampet	Rented		195	195	7
121	,, Royapettah	Rented		320	320	41
122	,, Vannia Teynampet	Rented		220	220	33
123	,, Vellala Teynampet	Rented		228	228	90
124	,, Pudupet Royapettah	Rented	21	106	127	10
125	,, Veeraperumal Koil Street	Owned		173	173	24
126	,, Thyagarayanagar	Owned		245	245	1
127	,, Brodies Road	Rented		146	146	53
128	,, Padavattammen Koil Street	Rented		372	372	29
129	C M G S Royapuram	Rented		198	198	
130	Washermanpet	Rented		180	180	
131	,, Angappa Naick Street	Rented		207	207	
132	,, Davidson Street	Rented		348	348	
133	Perambur	Rented		258	258	
134	Periamet	Rented		154	154	
135	,, Thousand Lights	Rented		186	186	
136	,, Pudupet	Rented		244	244	
137	Thayar Sahib Street	Rented		539	539	
138	,, Chepauk	Rented		361	361	
139	,, Peters Road	Owned		262	262	
140	Mylapore	Rented		223	223	
	Total		27 502	19,145	46 647	6 244

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CITY OF MADRAS

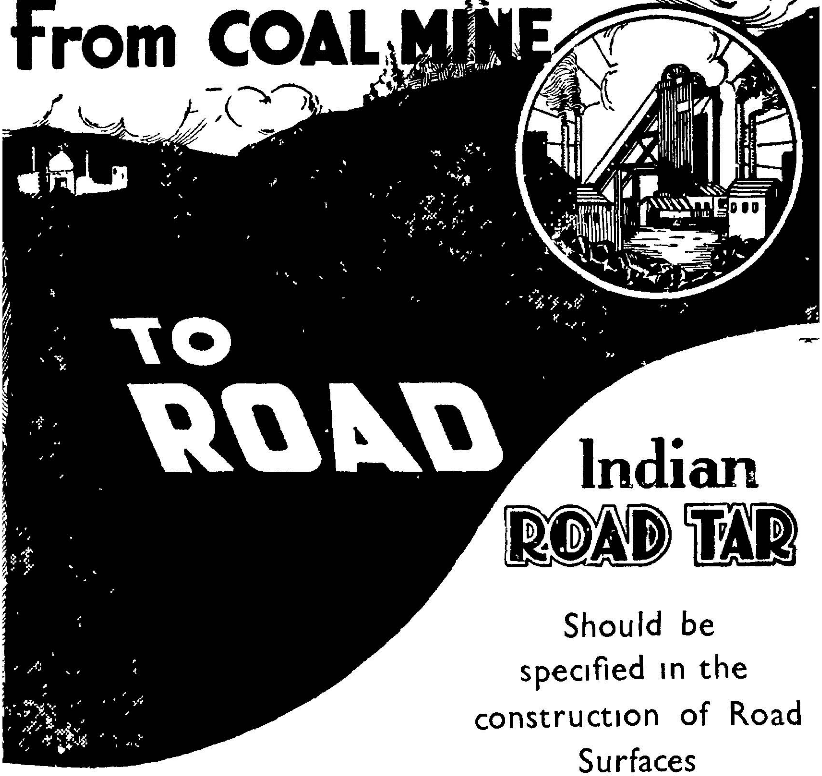
OFFICIAL HANDBOOK

1939

Section IV

Civic and Public Undertakings

1 TOWN-PLANNING
2 HOUSING
3 RAILWAY IMPROVEMENTS
4 LIGHTING
5 WATER-SUPPLY
6 HARBOUR-PORT TRUST
7 TRAMWAYS



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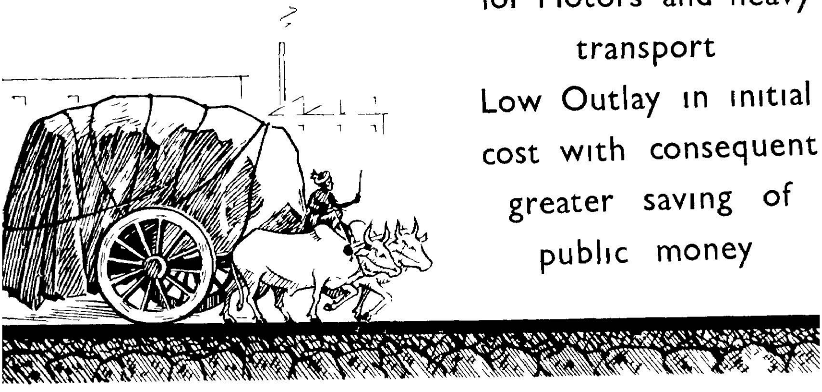

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Town-Planning

The history of Town-planning in the City of Madras is, as will be expected, somewhat obscure At the time of the British occupation of Fort St George, Madraspatnam, later Black Town (to distinguish it from the Fort or White Town), appears to have existed whilst there was the Portuguese Settlement of San Thome five miles to the South and the Indian Town of Mylapore adjacent to it The population, according to the Fort records in the Seventeenth Century (1687), was very considerable amounting to 2½ or 3 lakhs This included the area within the British zone extending for five miles along the shore This figure is a very large one and when it is compared with London, about one lakh at that time, and other large cities, it seems incredible

A short extract from the description of Madraspatnam at about the year 1707, by Thomas Salmon, is of interest on the point of early Town-planning "To the northward, adjoining the White Town, is the Black Town, where the Portuguese, Indians, Armenians and a variety of other people inhabit This is built in the form of a square, and is better than a mile and a half in circumference, being surrounded by a brick wall 17 ft thick, with bastions at proper distances after the modern way of fortification The streets of Black Town are wide, and trees planted in some of them , and having the sea on one side and a river on the other, there are few towns as pleasantly situated or are better supplied , but except some few brick houses the rest are miserable cottages, built with clay and thatched, and not so much as a window to be seen on the outside, or any furniture, except the mats and carpets they lie on The houses of the better sort of Madras, with a little square in the middle, from whence they receive all their light but I must say, notwithstanding all this appearance of poverty, I never was in a place where wealth abounded more, and where ready money was more plentiful twenty years ago Beyond the Black Town are gardens for half a mile together, planted with mangoes, cocoanuts, orange trees, etc , where everybody has the liberty of walking, and may purchase the most delicious fruits for a trifle "

We may add a few sentences from the account by Charles Lockyer "The prospect it gives at sea is most delightful , now appears it less by land The great variety of fine buildings that gracefully overlook its walls affording an inexpressible satisfaction to a curious eye The streets are straight and wide, paved with brick on each side , but the middle is deep sand for carts to pass in Where no houses are, causeways with trees on each side supply the defect these being always green render it pleasant to those who otherwise must walk in the sun "

At the time of the attack by the French and during their occupation (1746-1758) this old town was levelled, houses worth pagodas 180,000 were stated to have been destroyed, so much so, no trace of this town is to be seen now

No feature of the early planning of the villages and towns in our country is more characteristic than the square of car streets around a temple It is an essential feature and character of this planning that this square is made and kept unbroken, so that the entrances and exits are only at the corners, and not by the sides Examples of this planning are at present found in Triplicane, Mylapore and Tiruvateeswaranpet

With the exception of a few places here and there, the planning of Madras was not always fully appreciated by the majority of its inhabitants in the past If it were, there would be fewer signs of the neglect that we see only too often Many opportunities had been missed in the past but while with most towns such lapses would be irretrievable, here they do not fortunately preclude the replanning of the City on the most up-to-date lines

Madras might have been much worse off than it is, with respect to road adequacy in view of the difficulties that are normally experienced in securing main through roads due to multitude of small property owners and lack of civic sense and co-operation There is, of course, great inadequacy and congestion in particular localities and the cost of services, water supply, sewage, lighting, transport, etc, have been very largely increased because of indirect and narrow routes for the alignment of mains of all sorts With a proper framework of main roads and streets there would have been much greater efficiency and economy both in respect of capital and running costs

The City, being one great agglomeration of towns and villages now included within its limits, lacks the cohesion of more compactly built cities and consequently fails to convey the impression of dignity that might be expected from its size, but it certainly affords many features of undeniable beauty and charm It may not strike one as a fine city, but it undoubtedly possesses the most exceptional possibilities and few Cities on the scale and with the resources of this one could hope to effect so much in the way of beautification

In the Southern, South-Western, Western, North-Western and Northern portions of the City there is at present gradual development and the Corporation has undertaken the preparation of 22 Town-planning schemes (as detailed below) under the Madras Town-Planning Act to regulate development on the lines of the

garden suburbs and cities The total area covered by the Town-planning schemes is 5,276 acres (or 35 per cent of the City area)

Scheme Sanctioned —

1 Mambalam Town-planning Scheme (including Puliyur R S No 47)

2 Lloyds Road area

Schemes pending sanction of Government —

3 Cathedral Road South area

4 Mylapore Eastern section

5 Nungambakkam Eastern section

6 Do Western section (Part I)

Schemes under preparation —

7 Mylapore Western section

8 Do Southern section

9 Do South-eastern section

10 Nungambakkam Western section (Part II)

11 Do Central section

12 Do Northern section

13 Thousand Lights area

14 Jagannathapuram area

15 Kilpauk Garden Road area

16 Kilpauk Garden Road further extension

17 Perambur North area

18 Harness and Saddle Factory area

19 Perambur High Road Extension Scheme

20 Tondiarpet Northern section

21 Do Central section

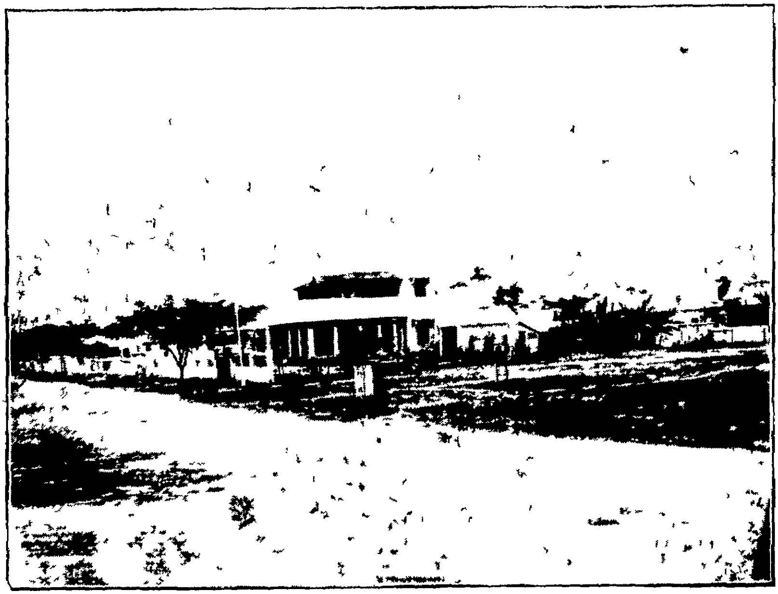
22 Do Southern section

As soon as the Madras Town-Planning Act of 1920 was passed, the Government ordered the formation of a Town-planning Trust for Madras The Trust was constituted in the latter half of 1921, but its activities began only in 1922 The Director of Town-planning with the Government of Madras was the adviser to the Trust in the preparation of plans, draft schemes, inspection of sites, disposal of building applications and other matters were

done in his office The Trust exercised jurisdiction over the following areas —

(1) Mambalam area
(2) Mylapore Quadrilaterals
(3) Nungambakkam area
(4) Ambathur, Villivakkam, Perambur and other suburban areas

In addition to the preparation of Town-planning Schemes a number of matters relating to the improvement of the Madras City, such as, the sand accretion, level-crossings, Esplanade, railway schemes, etc , were referred by the Government to the Trust for its opinion The question of making the Trust as an executive body was under consideration of Government in 1925



VIEW OF THEAGARAYANAGAR ROAD

The Madras Town-planning Trust took up the preparation of a number of schemes of which the schemes for the Mambalam area and the Mylapore Quadrilaterals were the most important These schemes were sent up to Government for sanction but the latter refused to finance the Trust by either loans or grants, and the Trust's work was rendered abortive The prolonged and futile negotiations with respect to the financial basis of the Trust must be accounted the chief cause for the stagnation in development from which the City has suffered during the early stages of the

One of the many Anxieties . . . .

THAT confront a man planning to insure his life is the problem of his widow, distracted with grief and worry, having to invest, with care and security, the large lump sum of money obtained from the Insurance Company on his death, a problem made even more difficult by the present low rates of interest available on gilt-edged securities

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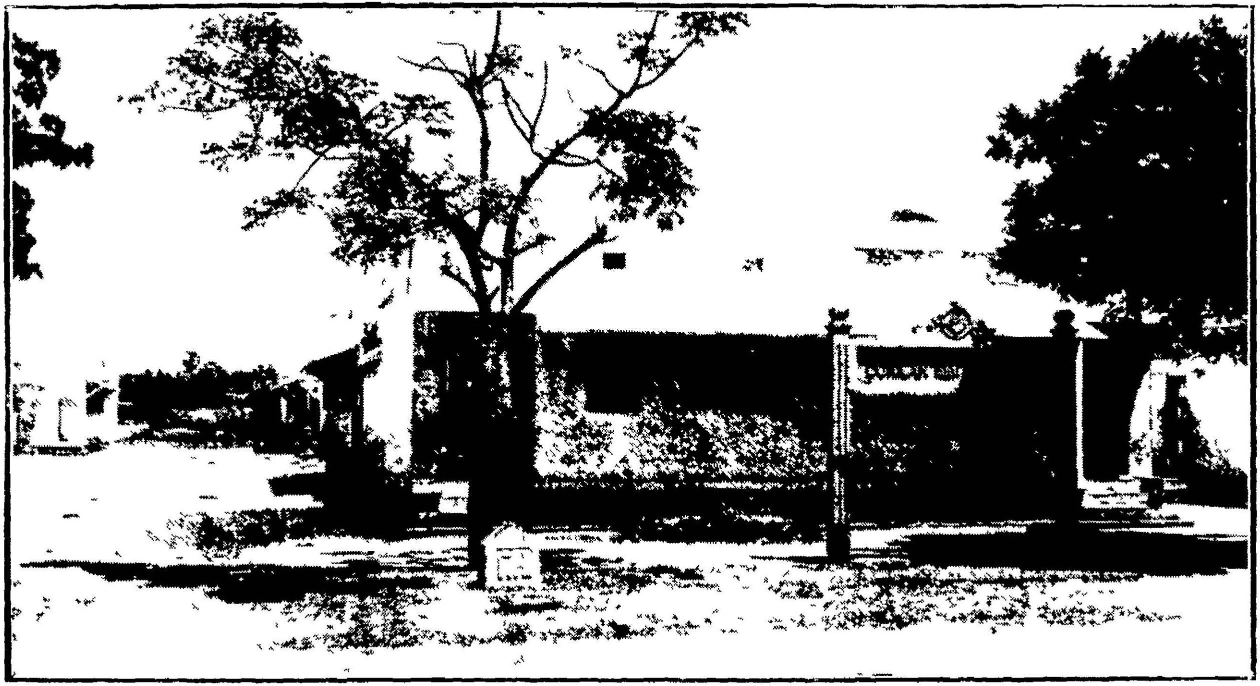
working of the Town-Planning Act For, with the Trust in existence, there was no call for the Corporation to take up Town-planning seriously

The Mambalam Town-planning Scheme initiated by the moribund Madras Town-planning Trust in 1922 was transferred to the City Corporation in 1923, sanctioned by Government in 1925 and revised and extended by the Corporation in 1928 The revised scheme at the time of writing awaits resubmission to Government, the delay being due to the lack of a revenue survey of the area which was formerly a Zamindari tract This has since been pushed forward vigorously

The revised scheme covers about 1,200 acres of which about 600 acres of land was acquired by the Corporation whilst an equal extent remains in the hands of private persons The area is being controlled under the Town-Planning Act The private owners are liable for betterment levy to the extent of 50 per cent of the maximum increment in land value due to the carrying out of the scheme The scheme is an object lesson in the value of municipal ownership for, the difficulties encountered in securing development of private land according to a super imposed plan, are very formidable, very little co-operation being forthcoming

The revised Mambalam scheme will involve the construction of about 15 6 miles of main roads providing for a population of about 40,000 There is a minimum restriction of 1½ grounds per plot (equivalent to a net density of 12 houses per acre) whilst the area is in the main restricted for residential purposes Building lines and open spaces around houses are prescribed and provision is made for housing schemes for the poor in particular areas Sites for public buildings of all kinds are provided and a number of parks and open spaces, with an open garden belt all round the area There is an embryo civic centre in Panagal Park and the sites surrounding it from which main roads (of widths varying between 50 and 100 feet) radiate in all directions Along the central Sir Theagaraya Road (which is 100 ft wide) running eastward, a bazaar and business centre is planned The cost of the Mambalam scheme is estimated at about Rs 28,50,000, to be recovered from sale of sites and from betterment tax Even if the scheme is not directly remunerative, its indirect benefits in providing a larger and healthy suburban extension will make it a good investment on the part of the Corporation

The Madras Town-planning Trust was dissolved by Government in 1930 and the Town-planning work devolved on the City Corporation since that time A special Town-planning Committee was appointed and necessary powers relating to Town-planning matters



VIEW OF CONRAN-SMITH NAGAR

were delegated to it by the Corporation under the Town-Planning Act Since 1937 with the sanction of Government the Standing Committee for Town-Planning and Improvements constituted under the amended City Municipal Act has been functioning also as special Town-planning Committee for the purposes of the Town-Planning Act Now, again the question of appointing a Town-planning and Improvement Trust is under consideration Government have been addressed in the matter

The distribution and density of population in the various divisions of the Madras City indicates very clearly how congestion is due to less scarcity of land than to failure in providing for an ordered City growth The want of good access has also militated against the natural development of suitable sites, while the lack of powers for the allocation of areas for special classes of development has caused the holding up of land as a barrier against extensions rendered as desirable The census of 1931 disclosed a very large increase in the city population, from 527,000 to 647,000, the number of houses from 64,600 to 73,700 The increase of 22 8 per cent in population and 14 per cent in houses is conclusive evidence of the need for an active Town-planning policy, for, it is fairly obvious that development is not taking place as rapidly as population and that some districts must be becoming more congested and the average of housing accommodation lowered

As already stated, the Corporation has initiated 21 Town-planning extension schemes besides the Mambalam scheme These schemes when completed would, it is expected, go a long way to meet the immediate demands of the increasing population and besides facilitate redistribution of population and relieve congestion to a small extent in the already built up areas of the City The Town-planning schemes for Cathedral Road South area, Mylapore Eastern section area, Nungambakkam Eastern section area, Nungambakkam Western section area (part I) and Thousand Lights area have been prepared and submitted for sanction of Government whilst the schemes for Jagannathapuram, Perambur North and Kilpauk Garden Road have been prepared and published The same will be submitted to Government before the end of this official year The schemes for other parts of Mylapore, Nungambakkam, Perambur, Tondiarpet, etc , are under preparation in consultation with the Director of Town-planning

Though Town-planning schemes were taken up in the year 1928, the preparation and submission to Government could not be effectively and quickly done for want of special staff for the same The Corporation have now appointed temporary special staff for Town-planning to attend to matters relating to Town-planning The private layouts for the ordinary development of dwelling places are also looked into by the Town-planning Staff

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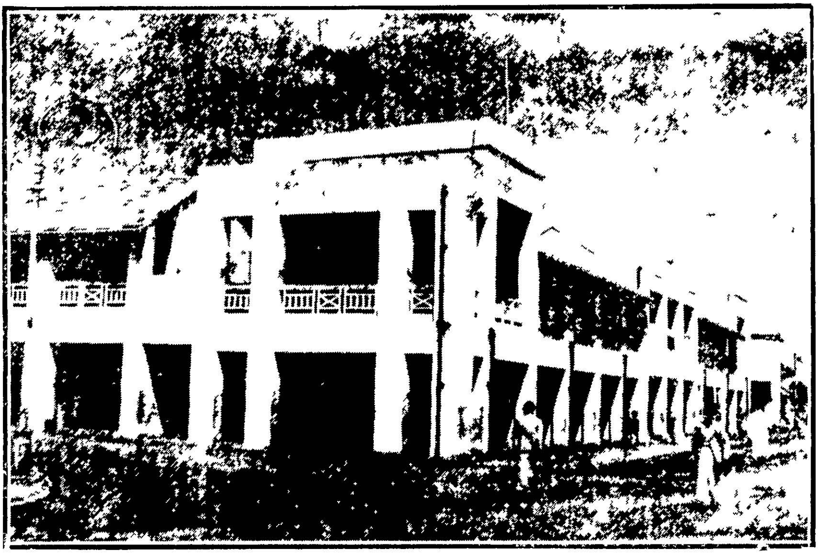


HARBOUR TENEMENTS

MODEL TENEMENTS CEMETERY ROAD

There are still a number of other areas for which schemes are required, for a few of such areas schemes will be taken up soon The General Town-planning Scheme for the whole city which was required to be prepared by March 1934 under the Town-Planning Amendment Act of 1930, has been taken up with vigour Public opinion was called for, for the improvement of the City Such useful suggestions that have been made, are being included in the proposals of the General Town-planning Scheme

A civic survey of Madras City is necessary for scientific and comprehensive Town-planning Problems dealing with housing shortage, town development, and town improvement, can be dealt with much more fully and intelligently by a scientific study of the increase and character of population, types of houses, industrial and commercial conditions, movement of population, and the percentage that must be provided for in new extensions, the widening and formation of streets and thoroughfares, traffic congestion and recreational and playing requirements In the absence of such a study, mistakes in diagnosis of our civic shortcomings, are likely to be frequent and involve expenditure altogether out of comparison with the cost of making such study

The Corporation undertook the preparation of a civic survey for the City in 1930 and the collection of necessary information for the survey was in progress until about the year 1932 The survey having been only partially done it would be necessary for the Corporation to take up and complete the remaining work with the aid of a suitable staff A scheme for improvement of Marina is on hand, this provides recreation and playgrounds, parks, public meeting places, reading-room, swimming pools, etc which if brought into operation will be an ideal locality for a visit in Madras

HOUSING

When the Royal Commission on Labour visited Madras it discovered that 25,000 one-roomed dwellings shelter 150,000 people in the City This amounts to nearly a quarter of the population In addition to this there are thousands of people who are entirely without any dwellings whatsoever About 80 per cent of the residents of Madras live in rented buildings and this figure may probably be taken to apply to the very poorest of the community, most of whom live in the crowded parts of the City in what are called 'cheris' It is these crowded places which hatch most of the diseases which spread with great rapidity over the whole population The following paragraph appears in the *"Hindu"* of July the 18th, 1932 —

" In the census report of 1901 this is recorded 'Between 1891 and 1901 Madras gained 89,500 persons by immigration

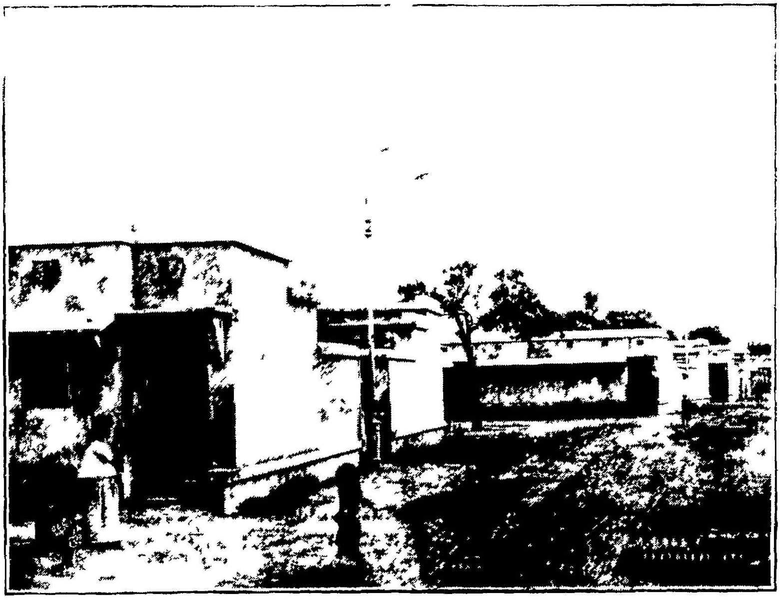
more than it lost by emigration—most of whom came from Chingleput and North Arcot Districts' The census report of 1921 is still more emphatic 'During the past ten years the number of deaths in the City has exceeded the number of births by not less than 22,963 or 11 7 per cent Thus the increase of 8,251 recorded in the decade is due entirely to immigration' From these quotations it is obvious that two of the main features with regard to the population have been a high mortality rate amongst those dwelling in the City, together with a steady increase in population due entirely to the numbers who flock into the City chiefly to find work While there has been some improvement since 1921, these features still prevail For example, the Health Report for the Quinquennium ending 1929 shows an excess of deaths over births of 1 4 per thousand for the whole city though the annual report for 1930 is happily able to record an excess of births over deaths of 4 4 per thousand As citizens of Madras, we can hardly afford to congratulate ourselves, therefore, on the increase of 120,622 for the decade, since this is due almost entirely to immigration and not to healthy increase in those native in the City"

It is not therefore surprising that the Corporation has been devoting its attention to the question of housing and slum clearance First a number of model hutting schemes were launched mainly for its employees such as sweepers and cart drivers From 1918, the Corporation launched on a scheme of tenement construction for housing the poorer classes However nothing tangible was achieved during these years An *Ad Hoc* Committee was appointed by the Council on 15th August 1933 to enquire into the housing conditions in the City of Madras (with special reference to over-crowding, slum clearance and housing of the poorer classes) and to evolve a comprehensive housing policy for the City and report what legislative and administrative action is necessary to remedy the existing defects

The Committee went into the matter carefully and recommended

(1) The formation of an Improvement Trust, (2) building of houses for housing middle class people, (3) construction of tenements for housing the poorer classes, (4) improvement of slums and (5) housing of beggars and homeless This scheme is estimated to cost a Crore of rupees The Corporation Council approved the recommendations of the Committee and forwarded the same to the Government The question of formation of an Improvement Trust is still pending consideration by the Government The question of providing dwellings to the middle classes is under consideration

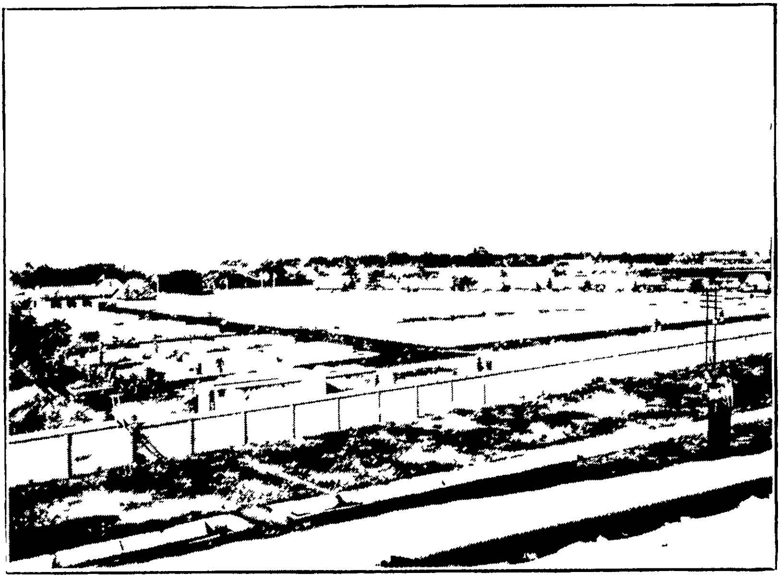
BOGIPALAYAM BEFORE IMPROVEMENTS



BOGIPALAYAM AFTER IMPROVEMENTS

of the Corporation. As regards the third item, *viz.*, construction of tenements, the Corporation has been devoting its attention for some years past, and so far 1,264 tenements at a total cost of Rs. 9,46,490 have been constructed.

Schemes for constructing more tenements at a total estimated cost of Rs. 5.53 lakhs in different parts of the City are under execution.



COCHRANE BASIN SETTLEMENT

The statement on the page opposite exhibits the activities of the Corporation in this direction.

As regards the improvement to slums, the Corporation has already taken action under the provisions of the amended City Municipal Act to compel owners of private slums to carry out the necessary improvements and it is hoped that within a few years these black spots will disappear.

As regards slums owned by the Corporation during the year 1937-38 a sum of Rs. 50,000 was sanctioned for improving them and a similar sum was sanctioned during the year 1938-39 and necessary improvements were carried out.

Serial No	Tenement	Year of Construction	No of Tenements	Cost of Construction	Annual Income	Remarks
				Rs	Rs	
1	Construction of Model tenements in Cemetery Road	1908	144	37 358	1 722 0 0	
2	Do do	1915	34	19 346	204 0 0	
3	Do do Vasapmode Cheri	1910	85	26 305	1 594 8 0	
4	Do do do	1913	73	47 085	1 314 0 0	
5	Do Salai Vinayagar Coil Street	1910–11	14	8 336	336 0 0	
6	Do Anglo-Indian Dwellings Nariangadu	1914	20	28 264	1 680 0 0	
7	Do Pensioners Lines	1908–09	36	10 140	27 0 0	
8	Do Harris Road	1921–22	76	25 175	456 0 0	
9	Do Kuravankulam	1923–24	60	50 721	540 0 0	
10	Do Sami Reddi Cheri Egmore	1925–26	50	33 108	1 500 0 0	
11	Do do additional	1927–28	11	14 253	462 0 0	
12	Do do do	1930	4	2 706	120 0 0	
13	Do Cochrane Basin Road	1926–27	30	20 883	360 0 0	
14	Do Jagannathapuram	do	30	19 742	540 0 0	
15	Do Lloyds Road	do	30	24 755	360 0 0	
16	Do Model Lines Krishnampet	do	15	9 927	180 0 0	
17	Do at Palmyra Yard Kuppam	1927–28	50	35,567	1 200 0 0	
18	Do Old Slaughter House Road	1910–11	35	13 452	26 4 0	
19	Do Smith Nagar, Perambore	1931	106	121 755	2 542 0 0	
20	Do Pulianthope	1931	75	97 245	1,800 0 0	
21	Do Bogipalayam	1935	55	80 577 }		
22	Do do	1936	56	35 150 }	2 112 0 0	Includes acqn cost
23	Do do additional	1937	32	25 865 }		
24	Do Harbour do	1934	55	55,525 }		
25	Do do do	1935–36	55	41 030 }	2 640 0 0	do
26	Do do do	1938	72	50 000	2,100 0 0	
(a)	20 Model huts in Cemetery Road	1939	20	10 000		In progress
27	Acquisition of land and construction of houses in Bunder Rama Naidu Garden	1938–39	84	86 986		do
	PLINTHS					
1	Construction of Plinths in Cochrane Canal Road	1932–33	132	51,717	762 0 0	
2	Do Lloyds Road	1934–35	72	17,853	474 0 0	
3	Do Napier Park	1933–34	20	2,790	30 0 0	

But the housing problem cannot be satisfactorily solved unless all the recommendations of the Housing Scheme Committee are given effect to. It is hoped that with the co-operation of the Government and liberal grants and loans from them the schemes proposed by the Committee could be completed within the next five years thus solving the housing problem and indirectly ridding the City of its black spots—the slums.

RAILWAY IMPROVEMENTS

The South Indian Railway approaches Madras through an area which has for many years past been developing as a residential one and was served by a single line of railway which congested

ELECTRIC TRAIN

with main line traffic, gave an inadequate local train service. A proposal to construct a suburban loop through Triplicane and Mylapore was examined but it was decided to retain the existing route for suburban traffic and in 1904 plans were prepared for doubling this existing single line of railway. It was, however, felt that the needs of the traffic would be met more cheaply by shorten-

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ing the block sections to one and a half miles and constructing Crossing stations at the end of each such section. This was done, but as traffic continued to increase, the whole question was re-investigated but no definite action was taken owing to the financial stringency during the war. In 1922 the scheme known as the 'Madras Improvements' was prepared.

This consists of the construction beside the Main line of new Up and Down electrically equipped suburban track from Madras to Egmore (mile three), the terminus for steam traction to Tambaram (mile eighteen), and doubling the line from Beach (mile zero) to Egmore (mile three). The scheme though confined at present to the section from Madras Beach to Tambaram is so designed as to facilitate easy extension up to Chingleput with the minimum of dislocation.

In designing the new stations, care has been taken to provide ample platform space for both up and down passengers and waiting rooms for every class of passengers.

There are eleven stations between Beach and Tambaram all of which have been rebuilt, with an island platform with waiting rooms etc., between the Up and the Down lines. These platforms are connected to the Booking-offices by reinforced concrete foot bridges; the platforms are 44 feet wide, 600 feet long of which 400 feet is roofed. The station yards at Egmore and Beach have also been remodelled entirely.

Through goods trains are hauled from Tambaram to Madras Beach by electric engines. Shunting in Beach goods yards is done by these engines which when they work on sidings having no contact line, are attached to battery tenders having their own charging sheds at Madras to Egmore.

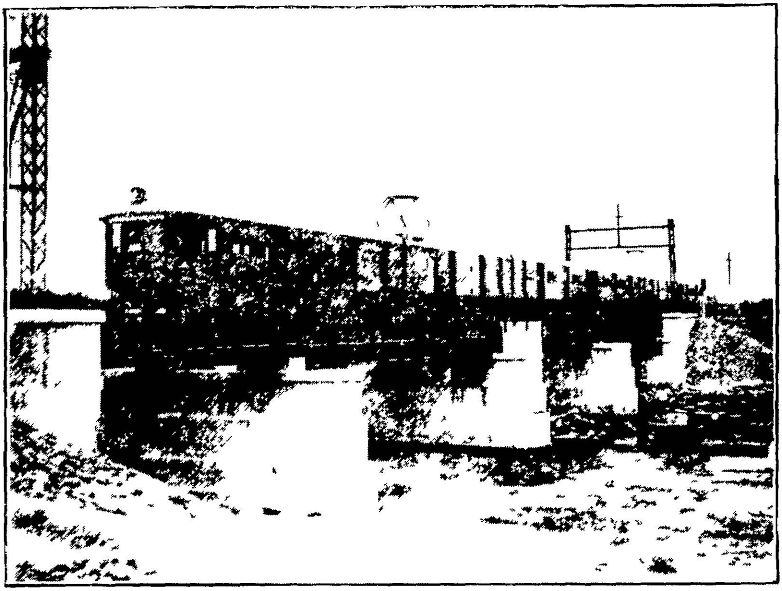
Power is taken at 5,500 volts A.C. from the Madras Electric Supply Corporation Ltd., into the sub-station at Egmore where it is stepped up, in the outdoor station, to 33,000 volts and taken on towers to the next sub-stations at Meenambakkam (mile 12.48). In the indoor sub-stations both at Egmore and Meenambakkam the current is passed through mercury arc rectifiers where it is converted to D.C. at 1,500 volts, at which pressure it is fed to the contact line; other transformers step it down to lower voltages for the automatic signalling and station lighting.

Semaphore arm-signals have been removed on both the Main and Suburban lines, on all of which three aspect colour light signals have been erected, those on the suburban lines being entirely auto-

matic whereas on the Main line they are semi-automatic. The permanent-way in the yards at Tambaram, Egmore, and Beach is track circuited.

Concomitantly with this scheme the substitution of overbridges for level crossings has been taken in hand and of these four have been finished.

The electrification was designed and carried out by the Railway Company's Consulting Engineers, Messrs. Robert White and Partners, of Victoria Street, Westminster.



ELECTRIC TRAIN ON OVERBRIDGE

LIGHTING

Street Lights. The streets in the City of Madras were lit with oil lights till the year 1910 when electric lights were introduced. The difference between electric lighting and oil lighting was so marked that the Corporation decided to replace gradually all the oil lights by electric lights as funds permitted. There were 6,269 oil lights and 15 electric lights at the beginning of 1909-10. All the oil lights in the City were replaced by electric lights in 1924-25. At present (31st March 1939) the number of street electric lights is 13,505. There are also 38 incandescent oil lights in the Western section of Thyagarayanagar.

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Street Lighting Improvement Scheme —The Street Lighting Improvement Scheme has been under progress from 1935 and 11 out of 13 sub-stations provided under the Scheme were brought into beneficial use by 1939 Thus the total number of Street Lighting sub-stations working is 18 The load transferred from the High Tension and Low Tension unmetered system to the new High Tension metered system is about 580 K W out of a total of nearly 850 K W When this Scheme is completed the city will have a complete municipalized Street Lighting system

Schedule of Lighting —The lighting schedule lays down the number of lighting hours at about 3,100 per annum In the months of February to September, the lights are switched 'on' at 6-30 p m and switched 'off' after the moon rises, 4 a m being the latest On Moon-lit nights (three days before and two days after the Full Moon), the lights are switched off at 10 p m In the months of October to January, the lights are switched 'on' at 6 p m and the latest time of switching off being 4 a m in the month of October, 5 a m in the month of November, and 5-30 a m in December and January

Electric Lamp Posts —These are of cast iron with ornamental scroll work and are generally of two kinds (1) the glow lamp-post which is 14 feet high and is in ordinary use and (2) the arc lamp-post which is 24 feet high and in use on the Marina and Mount Road and other important junctions In non-congested places, Corporation overhead lines are drawn and brackets fixed to the overhead poles In important places, suspension lights are introduced as far as possible for improved road surface illumination On most of the bridges in the City, in parks and round important tanks, ornamental lamp standards with opalescent globes have been installed

In more important thoroughfares of the City planned stretches of Mercury Discharge lamp lighting has recently been used, and this was found to be a great success from an illumination point of view

Street Electric Clocks —Street electric clocks have been introduced in the various parts of the City and they number 54

Lighting in front of places of Religious Worship —866 ornamental lights in front of temples, mosques and churches in the various divisions of the City have been installed

Electric Traffic Controllers —Electric Traffic Controllers were introduced to cope with the increase in traffic in the City At present, there are two Controllers, one at the General Hospital

Road junction of Stanley Overbridge, and the other at Broadway junction of Esplanade Six Bollard Sign Boards have been fixed in St George Cathedral Road junction of Mount Road and at the junction of Marshalls Road and Monteith Road, to maintain one way traffic besides 3 cement concrete umbrellas at the junction of General Hospital Road and Muthuswami Aiyer Road, Poonamallee High Road junction of Gandhi-Irwin Road and Dr Nair Road

Electrocuting Station—The electrocuting apparatus introduced for the humane destruction of dogs is working satisfactorily The electrocuting station is situated in Basin Bridge Road next to the M E S C Power House

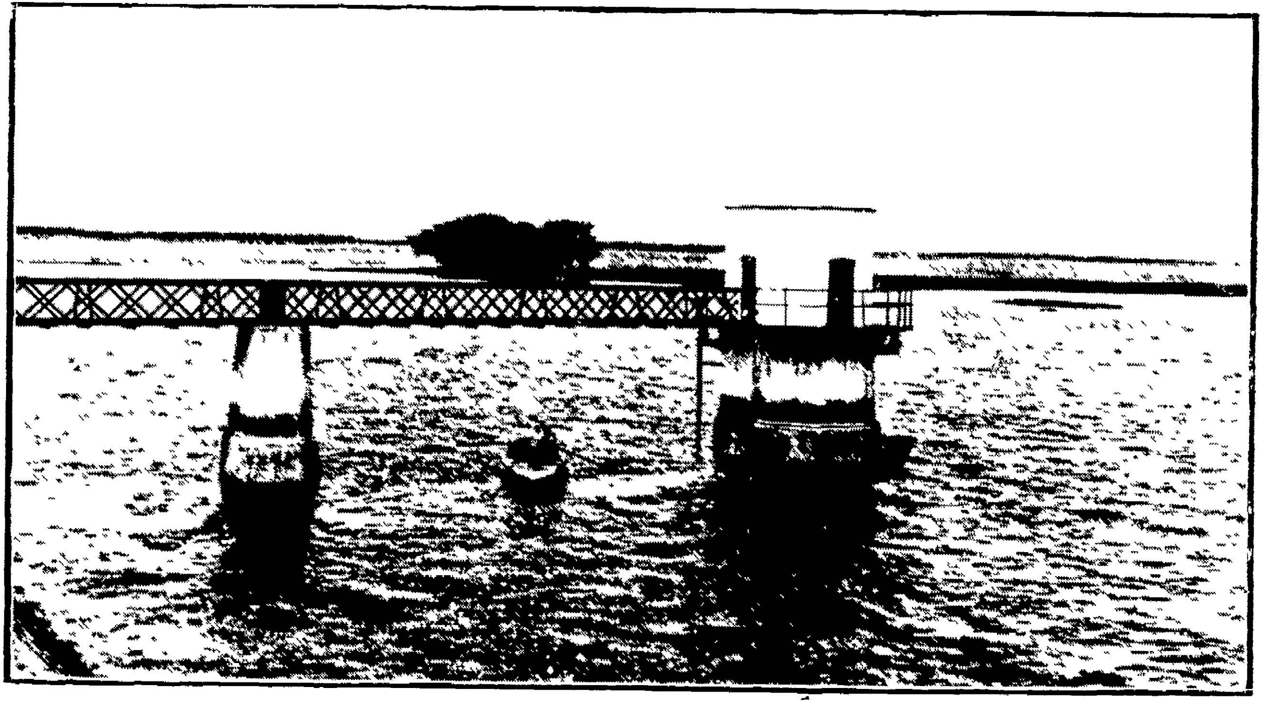
The slaughter of pigs was made more humane by the introduction of an "Electro Lethal" This is the first instance of using electricity for such a purpose

WATER SUPPLY

Source of Supply—Till about the middle of the last century, the water supply of Madras was obtained solely from shallow wells, which were subject to very serious pollution owing to the porous nature of the subsoil and the want of proper drainage In 1866, it was decided to adopt the proposal of Mr Fraser, C E, to take water from the Cortelliar River

The project was undertaken with the object of utilising, to the fullest economical extent, the waters of the Cortelliar River and its tributaries This is effected by means of a masonry weir built across the Cortelliar River at Tamarapakkam about 17 miles north-west of Madras The weir diverts the river, excluding the greater flood discharges into a channel leading to Cholavaram and Red Hills storage lakes which also receive a considerable supply from the catchment areas to the extent of 140 square miles that drain directly to them and to the supply channels

From the lower lake, (The Red Hills Lake) is drawn the Madras City Water Supply The water from both the lakes is also used to irrigate paddy fields with a first crop of 7,500 acres The cost of the above works, *viz*, the weir, the channels and the improvements to the lakes (Rs 18 lakhs) was borne wholly by the Government of Madras Their upkeep and maintenance are in the hands of the Government Public Works Department The works required to convey the water from the Red Hills Lake to Madras, to filter the water, pump it and distribute the same throughout the City were constructed by the Corporation of Madras and are maintained by the same body



JONES TOWER, RED HILLS LAKE

The average quantity of water issued from Red Hills to the City per annum for the ten years ending December 1937 was 7,649 million gallons which is equivalent to 1,223 million cubic feet per annum at an average cost of Rs 45,200/- per annum The average quantity issued for irrigation under Red Hills Lake was about 350 million cubic feet per annum (average for 10 years ending August 1937) The F T L of the Red Hills Lake has been permanently raised from 44 67 to 46 17 thereby increasing its storage capacity by 281 million cubic feet

The capacities of the two lakes are as follows --

Red Hills Lake at its present F T L of 46 17	2,439,670,000	C ft
Cholavaram at its present F T L of 60 12	583,310,000	,,
Total	3,022,980,000	,,

The total average quantity issued from Red Hills Lake for irrigation and City Water Supply including also evaporation and percolation, works out to about 2,470 million cubic feet per annum The Government have recognised the paramount importance of the Madras City Water Supply, and rules have been framed by which all issues for irrigation should be stopped when the water-level in the Red Hills Lake sinks below a fixed level (plus 38 00 above mean sea-level) and all the irrigation sluices were designed to draw only above that level

Old and New Works —The old works prior to 1914 comprised of a Valve House, situated at the South-east corner of the Red Hills Lake, and an open earth supply channel which conveyed the water to Madras City The Valve House contained the machinery for controlling the four valves, one on each of the four lines of pipes that led from the lake, through the Valve House, and on to the supply channel The supply channel as constructed had a bottom width of 6 feet with earth side slopes of 2 to 1 The depth from the top of the banks was 7½ feet During the course of years the section changed irregularly, mainly through the erosion of the banks and silting The normal depth of water was 3½ feet The length was 6½ miles, with a gradient of 3 inches per mile Most of the channel was carried upon an embankment, only a short length at the upper end being in cutting At the Madras end, the channel ended in a masonry shaft, 22 feet in diameter and 21 feet deep, from which were laid the cast iron mains of the distribution system The chief faults of the old water supply system were —

(i) The Red Hills Lake was tapped at so high a level that for considerable periods the water surface in the Lake was lowered

below the outlet and pumping was necessary This pumping had a most deleterious effect on the health of the City, for it was always accompanied by a rise in mortality due to intestinal troubles and frequently by outbreaks of cholera the violence of which increased with the duration of pumping

(ii) Serious loss of water occurred in transit on account of evaporation and percolation through the 13 miles of channel banks

(iii) The capacity of the old channel was insufficient for the requirements of Madras, the estimated quantity that it could supply being about 6½ to 8 million gallons per day

(iv) The channel was liable to contamination by persons bathing in it or throwing things into it, by cattle that found their way to it, and also by the coolies who were employed in the channel for cutting the quick growing weeds which thrived in the slowly moving water and impeded the flow

(v) The constant danger of the breach of the channel sides which occurred frequently depriving Madras of its only water supply

(vi) There were no filters and the water was supplied unfiltered so that any contamination which got in at some stage or other could not be eliminated and was likely to have serious results on the health of the City

(vii) The distribution system was defective in that it was incapable of supplying water, either sufficient in quantity or adequate in pressure for the growing needs of the City

(viii) Large quantities of decaying organic matter found their way into the distribution system and very serious choking of the pipes was caused thereby

The New Works —To remedy the above mentioned defects of the old works, the following new works were constructed and brought into use in 1914 —

(*a*) An in-take tower located at a point in the lake where the water is deep, so that the lake can be almost entirely emptied by gravity, without recourse to pumping excepting during severe drought

(*b*) A screening chamber and roughing filters to remove the grosser impurities

(*c*) A masonry arched underground conduit to replace the open channel This prevents loss by evaporation and percolation and can supply about three times as much water as the old open channel and has reduced to a minimum the liability to pollution in transit

(*d*) Slow sand filters to purify the water

(*e*) Filtered water tanks to store the filtered water

(*f*) Pumps to impart an adequate pressure

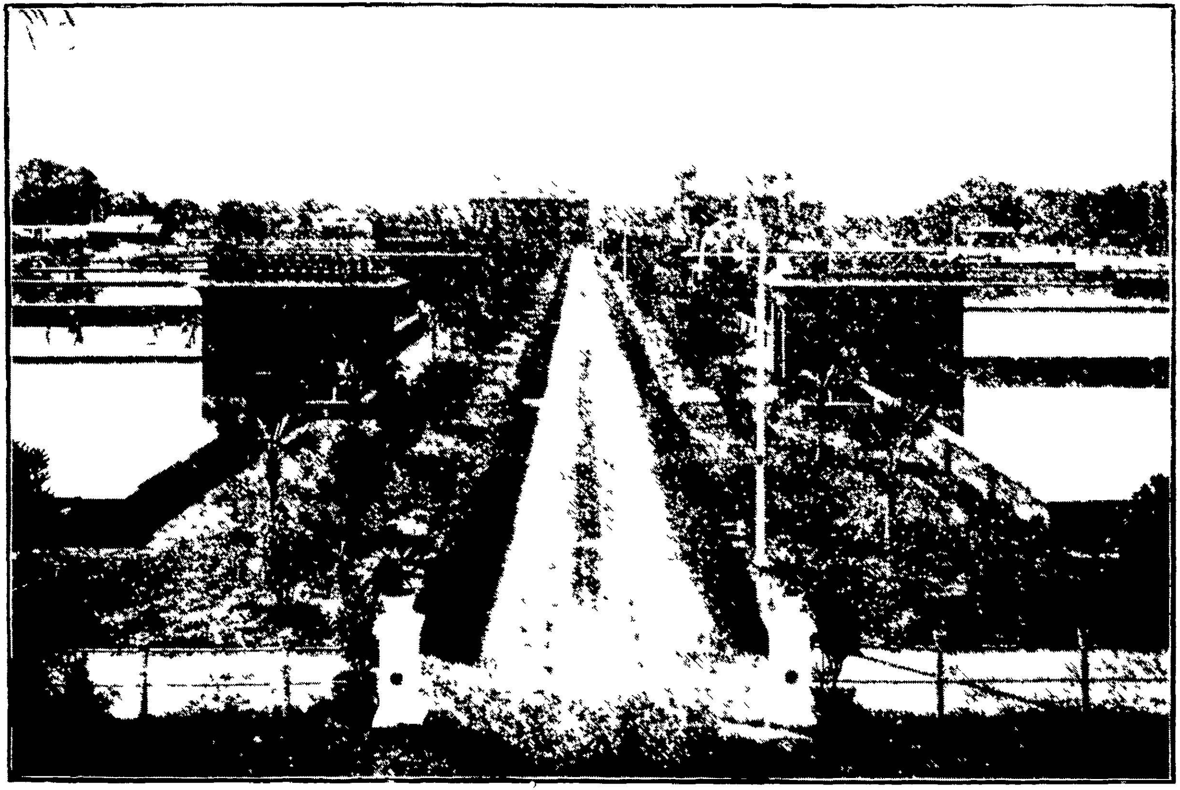
(*g*) An elevated tank to ensure the maintenance of a steady pressure in the mains, and to act as a balancing tank

(*h*) The re-modelling and extension of the distribution system intended to provide all the inhabitants of Madras with an adequate quantity of water under sufficient pressure

Fourteen filters, three filtered water tanks and pumping plant, a steel elevated tank with all auxiliary works were completed and the works were formally opened and brought into use on 17th December, 1914, by His Excellency Baron Pentland, P C , G C I E

Owing to the financial stringency caused by the Great War, there was a great set-back in the progress of the construction of further works such as three additional filters, one filtered water tank and the improvements of the distribution system Work was resumed only about 1920 and were completed about the year 1929

Filtration, Chlorination and Pumping —At present there are seventeen slow sand filters at Kilpauk, fourteen of which measure 200 feet × 100 feet and the remaining 200 feet × 130 feet The filtering materials of each consist of 6 inches to 12 inches of fine sand supported on 2 inches of coarse sand which rests on a 2 inches layer of $\frac{1}{8}$ inch stone which again rests on another 2 inches layer of $\frac{3}{4}$ inch stone Below these are the loose brick collecting cross drains leading to a central longitudinal main drain which is sunk below the floor of the filters The raw water percolates through the above filtering media, runs down the central longitudinal drain and comes out into a rectangular chamber which contains an automatic outlet regulator In the filter beds as originally designed and worked there was a layer of 28 inches fine sand at the top and the regulator was intended to maintain a constant rate of filtration, *viz* , 4 inches vertical per hour so that the efficiency of the filters will not be affected Within a few years of the commencement of the working of the filters serious smell and taste troubles were experienced with the filtered water owing to the rapid production of hydrogen sulphide in the filters evidently due



VIEW OF KILPAUK WATER WORKS

to the slow rate of filtration Further the filters which were originally designed to filter only one million gallons per day had to be worked at a more rapid rate to meet the increased city demands Consequently the thickness of the sand layer was reduced from 28 inches to about 6 inches to 12 inches and the rate of filtration increased to about 8 inches vertical per hour and the regulators are not functioning now The filtrate from all these filters is led into three underground tanks of 150 feet square and one large tank, all together capable of storing 6½ million gallons The filtered water tanks are independent of each other so that each of them may be isolated for cleaning without interfering with the working of others After filtration and just before the water enters the filtered water tanks it is chlorinated with an average dose of one part per million parts Chlorination has the effect of killing all harmful bacteria which are still to be found in the filtered water, owing to the rapid rate of filtration adopted From these filtered water tanks the water gravitates to the suction culvert leading to the pumps whence it is pumped into the City mains through a 48 inches steel main about half a mile long

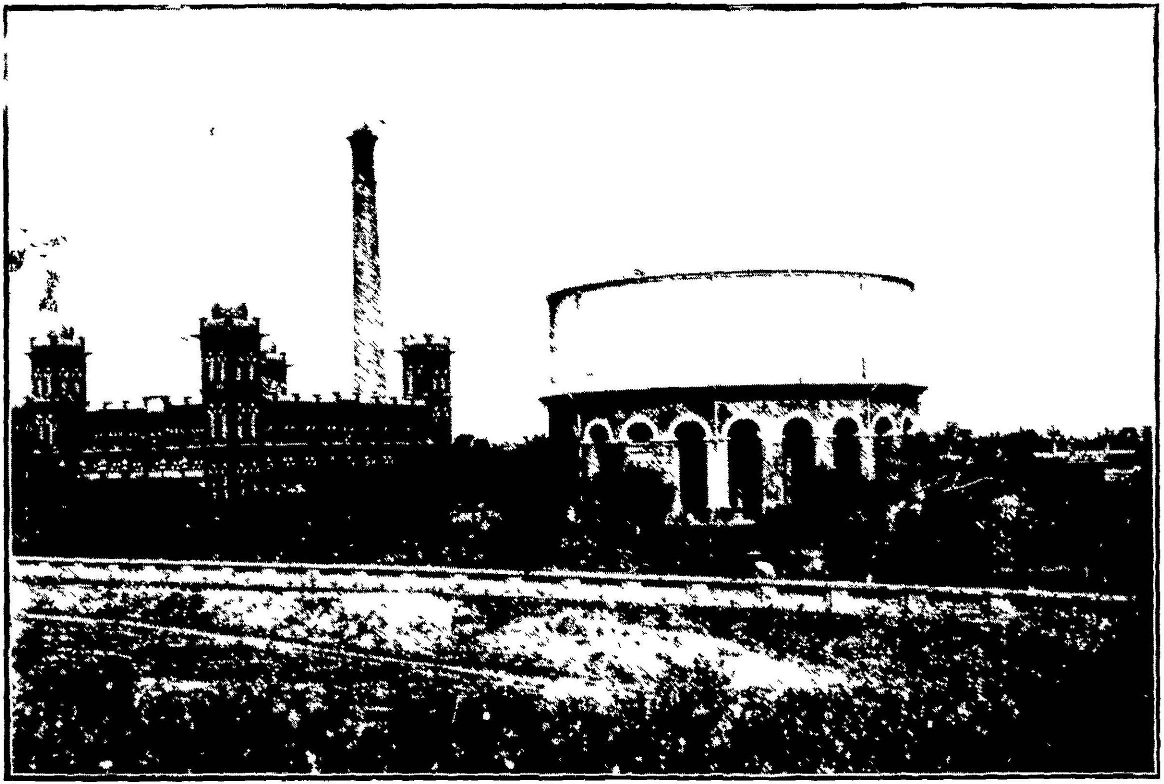
An elevated tank measuring 104 feet diameter, 28 feet high with a capacity of 1½ million gallons is connected with the pumping main very close to the pumps to act as a balancing tank between the pumps and the distribution system

Investigation of further sources of water supply and improvements to ensure adequate storage —The daily consumption of water to the City was ranged from 10 to 12 million gallons between the years 1910 and 1913 before the opening of the new Water Works Gradually, the consumption rose year after year excepting during the drought years 1927 and 1928 when the pressures were restricted on all the trunk mains and sub-mains At present, the average daily consumption varies from 24 to 27 million gallons or 34 to 38 gallons per head per day for population of about 7,00,000 The following are the improvements carried out to meet the increased demand for water supply to the City —

(*a*) The upper supply channel which carries the water from the Corteliar to Cholavaram was widened from 30 feet to 40 feet for a length of eight miles

(*b*) Extending the head sluice at Tamarapakkam Anicut by adding five more vents

(*c*) Further improvements to the upper supply channel below Katangal, and improvements to the supply weirs and flush escape of the Katangal and Busikal, two small streams flowing into the upper supply channel, have also been carried out By this



KILPAUK WATER WORKS PUMPING STATION AND THE BALANCING TANK

improvement the channel is widened from 40 feet to 45 feet bed-width below the point of influx of the Katangal and from 40 feet to 50 feet below the influx of the Busikal

(*d*) Certain improvements have been carried out to the Red Hills Lake by

(1) Re-modelling the 10 vent surplus sluice with automatic steel gates and the raising of the F T L of the lake by 1½ feet, *i e*, from 44 67 to 46 17 above mean sea-level

(2) Grouting with surki concrete and pointing with cement the front revetment of the tank

(3) Acquiring the land covered by water spread between cantour 46 17 and 47 67 consequent on the raising of the F T L

All the above improvements were carried out by the Government and the Corporation's share of the cost worked out to nearly Rs 75,000/-

The following are the further improvements contemplated —

The question of the acquisition of ayacut under Red Hills Lake or in the alternative the reservation of Red Hills Lake for Madras City and the irrigation of its ayacut with water from the Cholavaram Tank was pending consideration of the Government for a long time The Council has recently sanctioned, to start with, the proposal to acquire the irrigation rights for second crop under the Red Hills Lake at an estimated cost of Rs 1 5 lakhs By this acquisition the Corporation will have an additional storage of about two to three months supply of water for the City at the end of July every year, so as to tide over the next season if the monsoon failed to arrive at the proper time With the further growth of the City the irrigation rights of the ryots even for the first crop will have to be acquired This is estimated to cost about Rs 21 lakhs

Government Filtration Committee—The slow sand filters constructed and brought into use in 1914 gave very indifferent results The effluent was not satisfactory both from the aesthetic and the health point of view This was due to the evolution of H_2S in the inner layers of filters as already stated and the unsteady analytical results, chemically as well as bacteriologically The question of improving the quality of water supplied to the City has been receiving the attention of the Corporation and Government since 1916 In 1922 the Government constituted a Committee consisting of the Director of Public Health, the Director of the

King Institute, Guindy, the Special Engineer, the Sanitary Engineer to Government and others to examine the matter thoroughly This preliminary examination of the problem did not result in any definite solution

The question was taken up once again in 1927 Experimental filters were constructed with a view to determine the best method consistent with economy for dealing with Red Hills water in order to produce a safe and potable water for supply to the City The Committee had specially in view the utilisation of the (17 Nos) slow sand filters already in use After prolonged and varied experiments costing about Rs 25,000/- the Committee decided that the treatment of the Red Hills water at Kilpauk should be by slow sand filtration preceded by filtration through (11 Nos) percolating filters capable of filtering 2 million gallons each per day These percolating filters are to be fed by a low lift pumping plant which will lift the water by about 18 feet It is hoped to secure very satisfactory aeration by this means The effluent from these percolating filters will pass on to the existing slow sand filters which will give finish and sparkle to the effluent and serve as a second line of defence against any possible contamination reaching the consumer

On the basis of these recommendations, the Council resolved to install two full size percolating filters in the first instance and find the result for themselves before embarking upon the full scheme and the Sanitary Engineer to Government accordingly prepared plans and estimates for two units of filters The Sanitary Engineer recommended that one of the filters may be of percolating filter type and the other of Paterson's filter type When these estimates were considered by the Council it was thought that further experimenting was unnecessary and that the Corporation may straightaway call for tenders for the full scheme with the available data

Accordingly tenders were invited and received but none of the tenderers were prepared to guarantee the standard of purity prescribed This was largely due to the fact that they were asked to make the best use of the existing sand filters in their proposals for the new filters The tenders were therefore rejected and the Government Committee was consulted in the matter

The Committee was of opinion that the rapid mechanical filtration recommended by them in 1925 would be the best type for filtering Red Hills water and they stated that the recommendations for percolating filters were made because the Council was not prepared to scrap the existing slow sand filters and wanted it to be

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utilised To remove this disability and to give full discretion to the Committee to put forward a suitable scheme for filtration, the Council recently resolved not to insist upon the condition that the existing slow sand filters should be utilised as secondary and auxiliary filters in any scheme of water filtration that the Committee may put up This resolution was duly communicated to the Government and the Government Committee on Water Filtration

Filtration—The Government have since forwarded the standards of purity prescribed by the Government Committee, for enabling the Corporation to invite tenders for suitable rapid mechanical filters Further action is being taken to put up the necessary Estimates for sanction and provisions of funds It is hoped that the mechanical filters will be indented at an early date

Distribution System—The Distribution system consists of a set of mains and sub-mains laid to provide an adequate supply of water to various parts of the City The larger mains have been so laid that the smaller mains are connected at both ends to ensure proper circulation of water Valves are provided on the mains, sub-mains and distribution pipes, in suitable places so that repairs can be done in any one section of the mains and sub-mains without interfering with the supply House services are given at the party's cost to all houses whose annual rental valuation exceeds Rs 60/- The total number of house services connected to the system is about 50,000 besides the connections to public fountains, bath-rooms, latrines, parks etc The number of house services is increasing at a rapid rate owing to the large number of new buildings erected in the City and the improvements to existing buildings The distribution system consists of about 300 miles of mains and sub-mains varying from 2½ inches to 42 inches in diameter In addition to this there are about 600 miles of G I pipe distributing water to private houses

As already stated, the quantity of water actually pumped at Kilpauk Pumping Station and supplied to the City has increased to 24 to 27 million gallons per day The distribution system which was designed in 1911 to serve a population of 6,00,000 with an average daily supply of 35 gallons has been fully taxed The population of 1911 which was 5,17,182 was expected to increase to 6,60,000 in the year 1961 This figure has already been reached in 1939 and the present population is about 7,50,000 Hence the pressure of water in the mains in outlying areas at the ends of the mains is not sufficient to provide adequate supply During maximum demand hours in the mornings and evenings, the following areas in the City had no adequate water supply in spite

of our putting into commission all the three steam engines at Kilpauk Pumping Station

1 High ground in Muthialpet

2 High ground in Triplicane Tank Square

3 Several areas in 35, 39 and 40th Divisions (Mylapore)

To remedy the defects in (1) and (3) the Corporation installed in 1934 three automatically controlled electrical booster pumps suitably controlled by time and pressure switches in the three places detailed below —

1 North end of Thambu Chetty Street in Muthialpet

2 Barbers Bridge Road junction with Edward Elliots Road

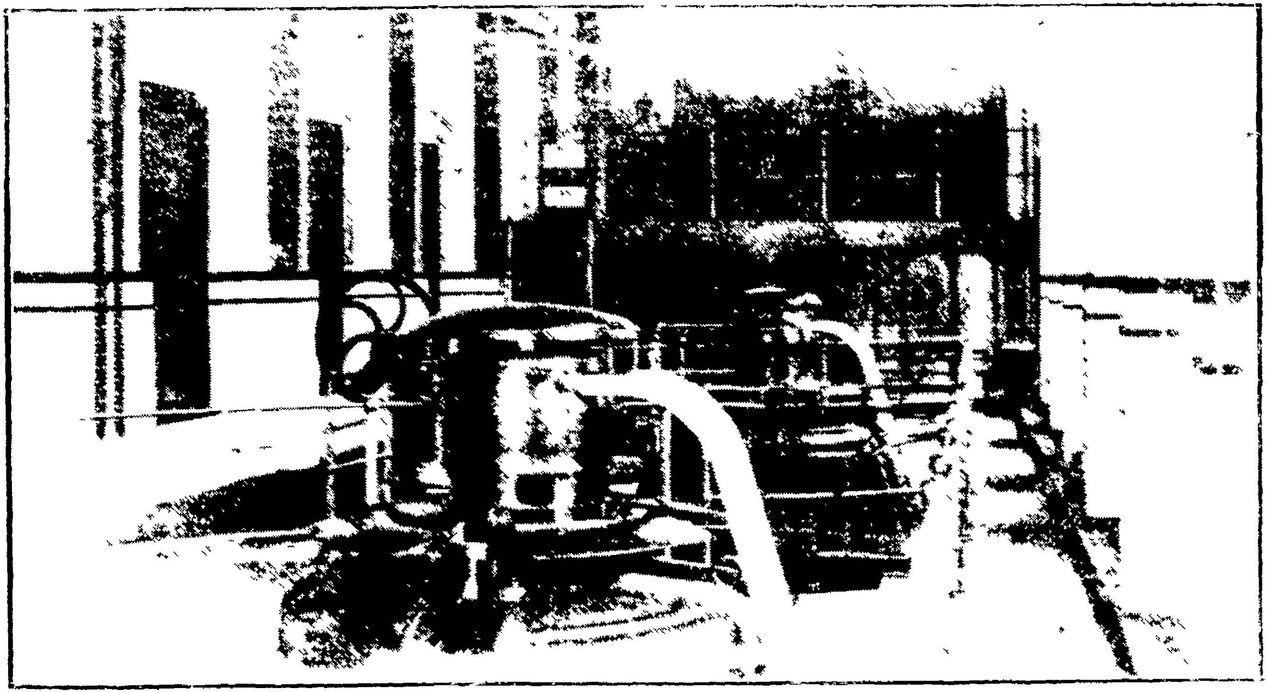
3 Luz junction with Cutchery Road

The plant in George Town (in Muthialpet area) is satisfactorily meeting the requirements of that area The other two plants have proved only to be mere palliatives and have not been successful in meeting the requirements of the defective areas without causing a depression of pressure in the surrounding areas

The defective supply in Triplicane Tank Square and in 39th division round about Brodies Road was being remedied temporarily by putting in portable booster pumping sets connected to the distribution system As a permanent remedy it was decided in 1935 to adopt the installation of electrically driven pumping sets attached to local ground level tanks of 3,00,000 gallons capacity, for each of the defective areas as Triplicane, San Thome and Mylapore at a cost of nearly Rs 1,00,000 The estimate was duly sanctioned by the Government and the works had been completed and brought into use by August 1938

The ground level tank fill up easily at night time even with the low pressures available on the mains during this period The pumping sets are made entirely automatic in operation and are provided with suitable time and pressure switches According to previous adjustments the pumps commence to operate during the periods of maximum demand *viz*, 6 a m to 10 a m and 4 p m to 6 p m daily and pump the water stored in the tanks into the distribution system

Improvement to Pumping Plant —Since the opening of the Kilpauk Water Works in the year 1914, certain improvements have been made in the pumping plant The conversion of the existing three coal fired boilers into oil fired ones was completed during 1931-32 An estimate for Rs 2 50 lakhs was sanctioned by the Council on 17th January 1933 and approved by the



ELECTRIC PUMPING UNITS, KILPAUK

Government for the following improvements to be carried out at Kilpauk Pumping Station

1 Green's economiser in place of the existing Pimbley economiser

2 Extension of boiler house and installation of a 4th unit of boiler of larger capacity

3 Extension of engine house and installation of two electrical pumping units for pumping water to the City

Re 1 A new Green's economiser was erected in the place of the old Pimbley economiser in 1931-32

Re 2 The boiler house was extended and a new 4th unit of boiler of "Babcock and Wilcox make" having a heating surface of 3,140 square feet (nearly double the heating capacity of each of the three old "Babcock and Wilcox" 66 N H P boilers) and total steaming capacity of 14,000 lbs per hour with an overload of 20 per cent was also installed during the same year

Re 3 Messrs Mather and Platts of Bombay supplied and erected the two electrical pumping units with the necessary switchboards, etc, at a cost of about Rs 1 06 lakhs and the pumps have been brought into use from October 1936 Each of the electrical units is capable of pumping 20,000 gallons per minute (or 1 2 million gallons per hour) against a total head of 80 feet as compared to 12,000 gallons per minute by the old steam units Till October 1936, we were working all the three steam engines at Kilpauk Pumping Station during the mornings and evenings to meet the City demand during the hours of high consumption There was no stand-by left and hence the necessity for additional pumping units After the installation of the two electrical units, one of the electrical units is put in commission throughout the day and is supplemented for peak load hours during mornings by one of the existing steam pumps The other electrical unit is kept as a stand-by The two electrical units have been found to be quite satisfactory and it is proposed to install a third electrical unit in the space provided for the same in the extended engine room

Electrical Units—An estimate for Rs 52,000 for the installation of this 3rd electrical unit has received the sanction of Government recently Arrangements are being made to get this 3rd Unit installed at an early date

There is also a proposal to install a stand-by Diesel plant of two million gallons capacity If this is installed, the steam-boilers, which are kept bank fired even when the steam-engines

are not working to meet any emergency caused by the failure of electric supply, could be stopped

General programme for increased Water Supply for the future—The conduit, filter beds, pumping plant and distribution system which were designed only to supply in 1961 on an average 35 gallons per head for an anticipated population of 6,60,000 are already taxed to their full capacity as the water consumption has already reached the figure of 24 to 27 million gallons per day This figure is likely to increase at a rapid rate on account of (1) normal growth of population, (2) increased immigration of population into the City due to economic reasons and the provision of additional amenities in the City and (3) extension of public and private flush out latrines

Further improvements proposed—

1 *Duplication of the masonry conduit*—The present masonry conduit which is about seven miles long from Red Hills to Kilpauk can deliver only a maximum of 26 million gallons per day when it is flowing full Further it is necessary to clean it, flush it and repair the leaks etc Without a duplicate, it is not possible to do any of these satisfactorily The duplicate conduit is now estimated to cost Rs 8 lakhs When the duplicate conduit is put up, both the conduits will be used to draw increased quantity of water from Red Hills

2 *Duplicating the present 48" Pumping Main from Kilpauk*—The present 48 inch main carries 1 86 million gallons per hour at the peak time with a loss of head of 18 feet If this main is duplicated, it will reduce the loss of head considerably and cause a rise in pressure of 5 feet to 8 feet in the distribution system throughout the City and provide a better supply to the more distant parts of the City The scheme estimated to cost about Rs 2 5 lakhs has been sanctioned by the Corporation Council and the Government and the main will be laid shortly

3 *Construction of an additional filtered water tank*—At present we have four filtered water tanks, three of them of 1½ million gallons capacity and the fourth of a 2 million gallons capacity each *i e*, about 6½ million gallons in all In the mornings when the supply to the City is being made at the rate of over 1 75 million gallons per hour compared to the total consumption of 26 million gallons daily, the filtered water tanks get practically empty and there is not sufficient water on the suction side of the pumps There is a proposal for putting up a 5th filtered water tank at an estimated cost of Rs 1 00 lakhs This proposal is being placed before the Standing Committee and Council for approval

4 There is another proposal to put up *two local elevated tanks* of 1½ to 2 million gallons capacity, one for the northern and one for the southern part of the City These are expected to fill up from the mains during nights and low demand periods and help to boost the City supply at the maximum demand periods These are expected to cost Rs 2½ to 3 lakhs each

5 Parallel with the above Scheme for local elevated tanks, proposals have been made to lay a duplicate trunk main to serve the Southern parts of the City, where construction of new residential houses is progressing on a large scale

6 There is also a proposal to put up a second elevated tank of 3 million gallons capacity, against the present one of 1½ million gallons, to serve as an increased storage for night supply between 10 p m and 3 a m when pumping is ordinarily stopped for the night As we have only one elevated tank now directly connected with the 48″ pumping main, it is found difficult to properly attend to the painting of the tank inside and also for cleaning the tank periodically At present any such work has to be done between 10 p m and 4 a m when the Tank level will be low The only other alternative is to shut off the elevated tank connection and resort to direct pumping To obviate all these difficulties it is proposed to construct the second elevated tank in three portions of one million gallons each, so that each portion can be cleaned at a time without affecting the other portions

Waste Water Detection Scheme.—The Scheme consists in dividing the City into thirteen bulk areas and 134 Waste Detection areas and installing bulk meters and the waste detection meters in all the areas This is estimated to cost Rs 5 lakhs The mains for each district are so arranged that by closing a few valves the whole of the water required for any district is supplied through a pipe on which is placed a waste water meter The meter will continuously record the flow of water passing through it on a diagram attached to a drum which is caused to rotate by means of a clock The flow which takes place between midnight and 4 a m will be mostly leakage and waste The exact location of the place where waste or leakage is occurring is found by a detailed inspection of all stop cocks and sounding by means of a stethoscope A partial scheme for Rs 1,62,500 has been sanctioned by the Corporation Council and Government for George Town area alone The necessary waste detection and Venturi meters have been installed and the work is in progress

The total number of house service connections at present is about 46,000 of which only about 2,500 are metered For want of funds the Corporation were not able to provide for extend-

ing meters to all service connections, in spite of the Government pressing for the same repeatedly in their reviews on the Corporation Administration Reports Funds were provided recently and we have now a stock of 500 meters to be fixed and another 450 meters are expected shortly With the increase in the number of metered connections we expect the reduction in the large wastage of water now occurring at consumer's taps

Water tax is now being levied at 1¼ per cent of the annual rental valuation as against 4 per cent in 1880 All water consumed in metered premises above a certain free allowance fixed by the regulation of the Standing Committee is charged for at the rate of Rs 1/4/- per 1,000 gallons Water used for Building constructions is charged for at Rs 1/8/- per 1,000 gallons and that supplied for shipping at Rs 4/- per 1,000 gallons In the case of factories where any manufacturing process is going on free allowance is allowed on the basis of the average number of persons employed in the premises every day and all excess is charged for at Rs 1/4/- per 1,000 gallons up to the limit of "sanctioned supply" (which is the average of the previous years consumption per month) and all excess beyond the sanctioned supply is charged for at Rs 2/8/- per 1,000 gallons The total income from excess water charges is Rs 8,00,000 nearly at present

The total maintenance cost of the Water Works system works out also to Rs 8 lakhs per annum

The total cost of the old work is Rs 23 60 lakhs

The total cost of the new works after 1908-31 is Rs 89 lakhs

THE HARBOUR AND PORT TRUST

The Harbour —Madras was long suffering from the lack of a natural harbour The rough surf prevented ships from anchoring near the shore and necessitated the transporting of passengers and goods in the familiar masula boats and catamarans built of yielding planks sewn together In 1862 a screw pile pier was built to facilitate the landing of goods from boats The harbour itself consisting of two masonry break-waters, each running out eastwards into the sea on either side of the pier and then bending in towards each other leaving an entrance on the East, was begun in 1876 and was still in progress in 1881 Shortly afterwards, a violent cyclone destroyed a great part of the break-waters The work had to be done again and was completed only in 1896 But it was soon found that the sea at the entrance of the harbour was silting up,

owing to the accumulation of surf-driven sand from the South. This entrance was therefore closed and the Southern arm was so projected in its curve, while the northern arm was cut off so as to provide an opening at the north-east corner.

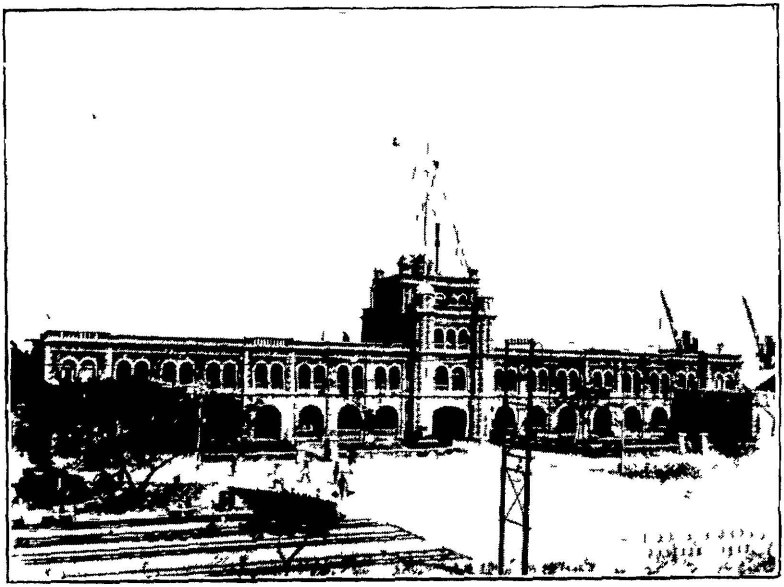
AERIAL VIEW OF THE HARBOUR

Port Trust. The present artificial harbour, which is formed by two arms projecting from the shore, is practically square and covers about 200 acres with an entrance, 400 feet wide, on the north-eastern corner protected by an outer sheltering arm 1,719 feet in length. The depth of water at the entrance is about 37 feet at high water and about 34 feet at low water and the normal daily tidal variation is about 2 to 4 feet.

Vessels can enter and leave the harbour at all states of the tide by day or night and lie in smooth water in all weathers except rarely when there is a bad storm. There are eight quay berths.

The harbour is directly connected by rail with the Madras and Southern Mahratta Railway 5 feet 6 inches gauge and with the South Indian Railway, gauges 5 feet 6 inches and one metre and *via* these two trunk lines goods are booked direct over the entire railway system of India.

There is a Government-owned radio station near the harbour which handles commercial messages and sends out weather bulletins and storm warnings



PORT TRUST BUILDINGS

All quay berths are served by railway tracks of mixed gauge to accommodate both 5 feet 6 inches and metre gauge rolling stock There are about 30 miles of such track within the harbour Troop ships and emigrant vessels as well as vessels of the Peninsular and Oriental, British India City and other passenger lines habitually use the quays

Three tugs are provided for berthing and assisting steamers

The West and South quays are equipped with travelling hydraulic or electric cranes

Fresh drinking water purchased by the Trust from the Municipal Corporation of the City is laid on along the North West and South Quay berths, and vessels at East Quay and Moorings are supplied by water boats There is also an oil fuel pipe line for bunkering vessels lying at the West and the North Quay berths and also at the north arm Vessels at quays are charged Rs 5/- per 1,000 gallons of water, while water supplied by water boats, which are privately owned is charged for at Rs 9/8/- per 1,000 gallons

An extensive coal yard capable of accommodating about 32,000 tons of coal has been provided near the South Quay

In addition to the quay berths there are eight moorings in the harbour at which vessels drawing from 25 to 30 feet 0 inch can lie and handle import and export cargo by lighters Oil from bulk oil steamers is pumped ashore at five places to a distance of up to three miles from the harbour and petrol is also pumped ashore at a special berth outside the harbour

A 9-acre boat basin serves for the safe anchorage of all small craft from 1,000 tons downwards, working in the harbour

To the south of the basin there has been provided a 2-acre pond into which imported timber can be floated at all times It is fitted out with a sufficient number of cranes, trollies, sidings, etc , for handling the timber

At the northern end of the 9-acre boat basin there is a slip-way capable of taking vessels up to 900 tons weight Besides the slip-way there are three ramps on which smaller barges and boats can be repaired Alongside the slip-way are the Trust's workshops capable of dealing with the major portion of all work required, whether for Capital or Revenue

About 9 6 acres of warehouses have been provided for lease to merchants for the storage of export goods awaiting shipment or imports awaiting distribution

Nearly 700 steamers of an average net registered tonnage of 3,700 tons enter and leave the harbour yearly, and the total tonnage of cargo handled amounts to 1,200,000 tons

The principal imports are —Coal and coke, food grains, mineral oil, railway materials, metals, timber, piece-goods, building material, cement, etc , provisions, beer and wines, tanning substances including wattle bark, glass and glassware, hardware, chemical manures, paper and stationery, cycles and accessories and motor cars The total approximate tonnage in a year is 800,000

The principal exports are —Groundnuts, hides and skins, provisions, cotton, oil-cake, bone-meal, piece-goods onions, turmeric, ores and tobacco The total approximate tonnage in a year is 400,000

The total value of the rate of the port amounts to about £24,000,000 annually

Under the Madras Port Trust Act 1905 (II of 1905) as amended up to July 1929 the affairs of the Madras Port Trust are administered by the Madras Port Trust Board consisting of fourteen members and a Chairman appointed by Government—four members being nominated by Government, four elected by the members for the time being of the Madras Chamber of Commerce, two by the members for the time being of the Southern India Chamber of Commerce, two by the members of the Madras Trades Association and one each by the members of the Southern India Skin and Hides Merchants' Association and the Madras Piece-goods Merchants' Association Normally the Government nominees include the Collector of Customs, the Presidency Port Officer and the Agents and General Managers of the Railway working into Madras The Board are also Conservators of the Port under the Indian Ports Act

TRAMWAYS

The sanction to construct the first Tramway Company in Madras was issued by Government in their Order dated the 6th of April 1892 to Messrs Hutchinson & Co , Ltd , London, who were the promoters of the original company having a nominal capital of £100,000, but it was not until 1895 that the first tramways section was completed and opened for the use of the public

The original tramways were constructed on the conduit system, *i e* , the live conductor was situated underground, but it was found that owing to the flooding of the streets during heavy rains, the electric current for the tramways could not be maintained and eventually this system was abandoned and the overhead system was installed

In the year 1900 the original company were obliged to sell the undertaking as their capital proved inadequate The purchasers, The Electric Construction Co , Ltd , England, who were the suppliers of the material for the original tramway company, then operated the tramways in Madras for a period of four years under the name of the Madras Electric Tramways Trust

In 1904 the existing Company, known as The Madras Electric Tramways (1904) Ltd , was formed and has been carrying on business from that date In the years 1905, 1911 and 1919 extensions were made to the tramway system in Madras with the sanction of the Local Government and the Company has now 8¾ miles of double track and 7¼ miles of single track over which their tramcars operate

In the years 1925-27 the Tramway Company operated a fleet of fifty motor buses and were the first to open up the suburban bus

outes around the City on which private buses now regularly run This service was abandoned in 1928 as owing to the low fares charged at this period the scheme was not a financial success

During the course of the last few years, the Tramway Company has considerably improved its permanent and rolling stock Extensive work has been carried out in replacing the old single track, which was often a danger to traffic, by double track where possible and all the old open type bogie cars have been replaced by new up-to-date closed cars of the corridor type

"The picture once painted or the poem sung, it stands henceforth by itself, the artist can do no more for it It must live or die without further help from him But the City is never thus entirely separated from us, its builders It remains tied to us by the invisible cord of nourishing passions It grows with us or it dies with us It is in a more real and personal sense a part of us, as we are of it It becomes then the reflex of the lives and aspirations of the people who dwell in it So that a City—its streets, its highways, its buildings, its public places, as well as its business and life—is an embodiment of ourselves It is this living spirit that may hearten and inspire us, that may delight and enchant us, and that may also break and destroy us"

CITY OF MADRAS

OFFICIAL HANDBOOK

1939

Section V

Taxation and Finance

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Taxation and Finance

The Standing Committee (Taxation and Finance) deals with matters relating to taxation and the finances of the Corporation Appeals against taxation which were originally heard by the Taxation and Finance Committee are now heard by a Special Committee called the Taxation Appeals Committee, which came into existence under the Amendment Act X of 1936 This Committee consists of three members, two of whom are members of the Corporation Council and elected by it and the third, who is also the Chairman of the Committee, is appointed by the Local Government and is paid a monthly salary

The task of collecting revenue under all heads is entrusted to the Revenue Department, which was formed as a separate department in 1892 It is under the control of the Revenue Officer, who is assisted by two Assistant Officers The Accounts, both of income and expenditure, are maintained in the same department

The chief and main source of revenue is the Property Tax In the year 1937-38 the Council fixed two rates of tax, *viz*

(1) a consolidated property tax including Education Tax at $16\frac{19}{24}$ per cent for properties whose annual value is Rs 1,000/- and below and

(2) at $17\frac{7}{8}$ per cent for properties whose annual value is over Rs 1 000/-

The Property Tax comprises a tax for general purposes, Water and Drainage Tax and it includes also Education Tax Separate accounts are kept for the money spent under each head For the purpose of calculating the amount of tax, the rateable value of each item of property is first determined This is taken to be the reasonable rental value at which each holding is or can be let, subject to a deduction of 10 per cent for repairs in respect of buildings only The percentage is fixed for each year by the Council at the time of framing the budget And for the year 1938-39, the Council has continued the rate of $16\frac{19}{24}$ per cent of tax for all properties whose annual valuation is Rs 1,000/- and below , and fixed the rate of $18\frac{23}{24}$ per cent for all properties whose annual valuation is over Rs 1,000/- The amount of tax is calculated on the annual value at the prescribed rates The assessment of the tax is fixed and its collection done by the Revenue Staff under the supervision of the Revenue Officer The Assessors and the Tax Collectors assist the Revenue Officer in these matters This tax is levied and collected every half-year Remission is

granted for vacancy and the amount of remission is calculated from the date of delivery of the notice of vacancy and on the receipt of claim either during or the subsequent half-year

Next in importance is the tax on Professions and Companies Persons with a salary or income are assessed under definite classes on a scale fixed by the Council subject to a specified maximum and a minimum The tax may be levied with reference to the nature and reputed value of business, the size and rental of residential and business premises, the quantity of articles dealt with, the number of persons employed and the income-tax paid to Government Tax on companies is levied either on the paid-up capital or on the gross income which a non-resident company has earned in the year immediately preceding the year of taxation Liability to pay professional tax or companies' tax arises only if persons exercises a profession, calling or trade or if a company transacts business for over 60 days in a half year

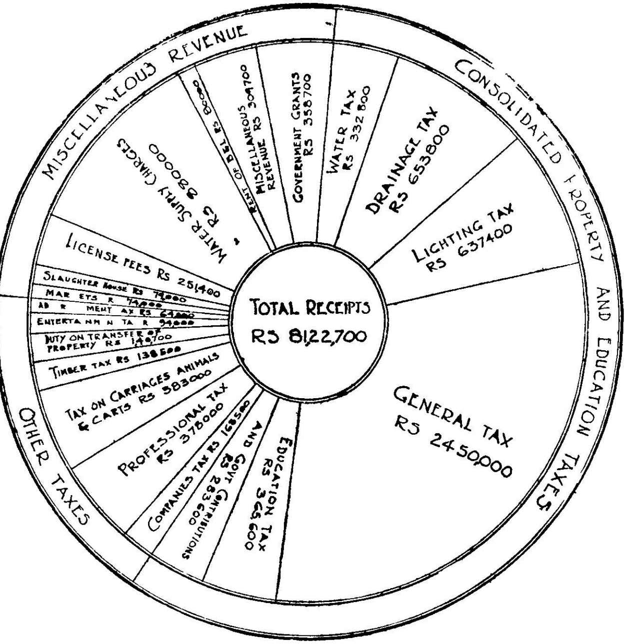
A tax is levied on all vehicles and animals other than motor vehicles kept in the City The full amount of tax under the schedule of rates is payable if a vehicle or animal is kept for over 60 days in the City during a half-year But only half the amount is payable in case a vehicle or animal is kept for less than 60 days but over 15 days during the half-year The tolls formed an important source of revenue to municipal bodies for a very long time but they have been abolished since the introduction of Motor Vehicles Act III of 1931 which came into force from 1st April 1931 To compensate the loss of revenue Government have agreed to pay to the Madras Corporation an annual contribution of $3\frac{3}{4}$ lakhs

A tax is levied on all timber imported into the City, but no tax is collected in respect of timber brought into the City in the course of transit to places outside the City

A tax is also levied on all entertainments in the City This tax is levied on all payments for admission to an entertainment at a certain schedule of rates Entertainments in aid of philanthropic, charitable, religious or educational purposes are generally exempt if they satisfy certain conditions

The latest addition to the list of taxes levied in the City is the Advertisement Tax This tax is levied on all displayed advertisements subject to certain exemptions, at a certain schedule of rates

Besides the regular taxes, the Corporation receives income from rents and licence fees levied under a schedule prescribed by the Council The Corporation maintains model institutions such as markets, cattle-yards, dhobykhanas and dwellings for the convenience of rate-payers and the poorer classes living in the City Very small fees are charged for these institutions which do not even cover the cost of maintenance



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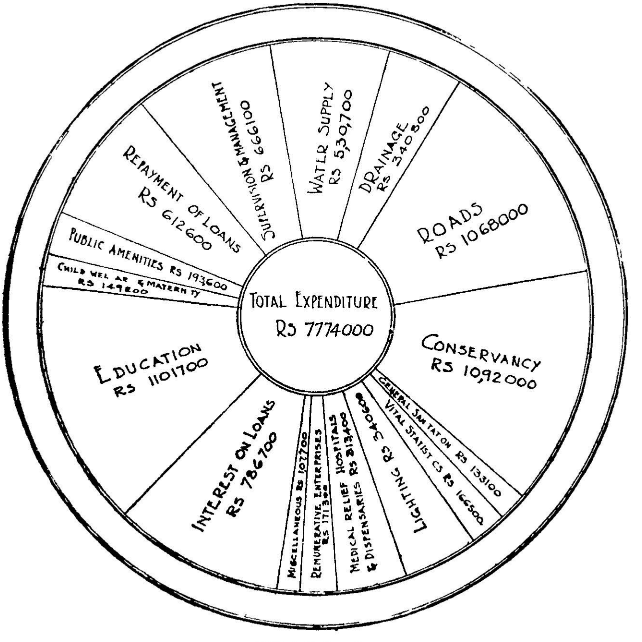

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Section VI

Miscellaneous

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Miscellaneous

Markets and Slaughter Houses—The Health Department maintains six public markets, *viz*, the Moore Market, the Smithfield Market, Purasawalkam Market, Fruit Market, Esplanade, Nungambakkam Market and Theagarayanagar Market, and also looks after the sanitation of other private markets in the City The Slaughter Houses at Perambur, where sheep, cattle and pigs are slaughtered for the purpose of meat supply to the City, are maintained by the Health Department There is a veterinary graduate in charge of these Slaughter Houses whose duty is to prevent any diseased animal being slaughtered He inspects the carcasses of animals after slaughter and allows to be removed from the Slaughter Houses only such meat as is found to be fit for consumption The carcasses are then conveyed by owners to the different markets in the City in their own carts

Lethal Chamber—A Lethal Chamber is maintained by the Health Department at Basin Bridge Stray dogs caught by the licensed dog catchers are brought to these chambers where they are kept for three days to enable the owners to claim them back and then destroyed if unclaimed The most up-to-date and humane method of electrocution is adopted in the disposal of unclaimed dogs

Burial and Burning Grounds—The burial and burning grounds in the City are under the control of the Health Department The Sanitary Inspectors look to their upkeep There is a peon for each burial and burning ground who obtains particulars about the dead body, the causes of death etc, and communicates them to the Medical Registrar of Births and Deaths for verification and registration

Dhobykhanas—The Corporation maintains two dhobykhanas, one at Robinson Park and the other at Chetput to serve as model ones

Dhobies are permitted to wash clothes on sanitary lines on payment of a nominal monthly rent and necessary facilities—water, ironing tables, etc, are provided

Cart Stands—The Corporation maintains a cartstand in Elephant Gate Road It is under the control of the Health Department and is leased to a contractor along with the bazaars adjacent thereto, and bullock carts which come to the City are parked here and necessary facilities are provided

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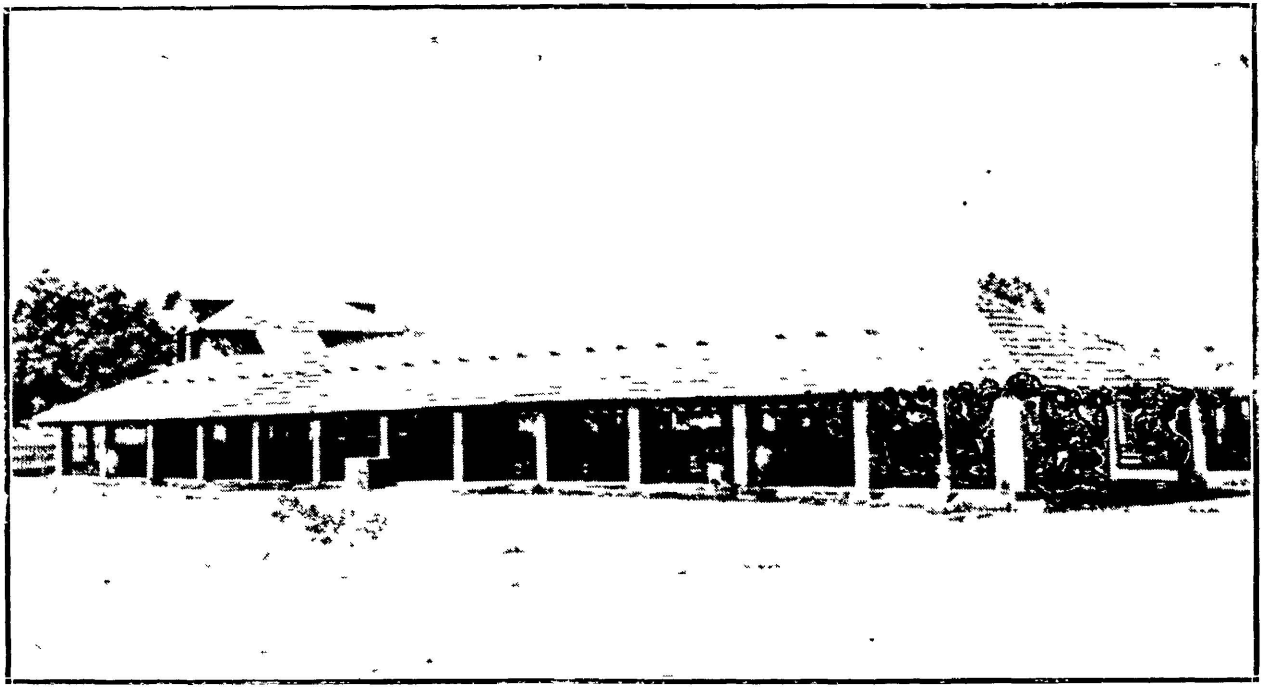

MODEL CATTLE-YARD BASIN BRIDGE

Model Cattle-Yards—The Corporation maintains three model cattle-yards—one at Basin Road, one at Singanna Chetty Street, Chintadripet, and the third at Purasawalkam, to serve as model ones Such of the cattle owners who cannot afford to have a yard of their own on sanitary lines avail themselves of the facilities offered

Weights and Measures—There are two Inspectors of weights and measures in connection with the working of the bye-laws to prevent the use of false scales, weights and measures in the City

Workshops—For the past fifty years the Madras Corporation is maintaining a Workshop for attending to the running repairs of all Municipal vehicles, Pumps and Road Rollers Of late, it has developed the manufacturing side of all Municipal Appliances and equipment such as Tar Boilers, Rubber Wheeled Carts, Water Tanks, screw-down-cocks, Waste-not-taps, Ornamental Lamp Posts, Centrifugal Pumps, Roller Rims etc This workshop was considered all these years as an unremunerative enterprise to the Corporation, but this has proved to be a remunerative one at present, as a result of the re-organisation carried out by the present Commissioner

The Workshop is located in Anna Pillai Street, George Town, and there are about 350 workmen There is a scheme pending sanction before the Council for further expansion by installation of up-to-date machinery The value of the works turned out is over two lakhs of rupees per annum Works are done for private parties also on prepayment of cost A proposal to have Sales Agency for canvassing orders and for popularising our products in the market is under consideration

Lorry Station—Corporation Transport service is centralised at one place called Lorry Station in Anna Pillai Street, George Town, Madras, adjacent to the General Workshop from the year 1936 and is under the charge of the Mechanical Engineer Prior to this, each Department had their own fleet of a few lorries stationed in various parts of the City

The present fleet consists of seventy-six vehicles of which sixteen are steam waggons, two are Kerosene and the rest are petrol driven lorries

General Stores—By the side of the Corporation General Workshop in Trevelyan Basin is situated the Corporation General Stores, which supplies all the stores required for the use of the various Departments Tenders are invited every year for the various items of requirements of the Corporation and contracts are entered into for the supply at the accepted rate for one year There are two Store-keepers and one Stores Officer to receive and check the quality and quantity of supply made by the Contractors The value of stores handled every year is about Rupees three lakhs There is a twenty ton Avery Weigh-Bridge

Poor House —The Poor House maintained by the Corporation was opened on the 14th November 1927 in the Government Leper Hospital which was handed over to the Corporation for the purpose. It is situated in Royapuram at the end of Suryanarayana Chetty Street, very near the sea. The Building and the compound are spacious with separate accommodation for the different sexes. The home is in charge of a Sub-Assistant Surgeon assisted by a Matron provided with residential quarters.

INMATES OF THE POOR HOUSE TAKING THEIR MEALS

The Poor House is open to disabled destitutes and receives persons of both sexes. They are lodged in separate blocks. On admission they are examined by the Superintendent as to their health conditions. The selected persons are given a bath first and then supplied with clothing. The Poor House is provided with separate wards consisting of forty beds for males and twenty beds for females, for the use of inmates who fall ill and for whom medical aid is given. Minor ailments are also treated by the Superintendent, Poor House, who gets the prescription dispensed at the Corporation Dispensary closeby. Complaints of a complicated nature that require special course of treatment are removed to the Government Royapuram Hospital. Such of the inmates who are capable of doing some light work maintain a small garden.

LIST OF PRESIDENTS OF THE CORPORATION OF MADRAS FROM THE YEAR 1886 TO 1932

Lt.-Col G M G Moore	1886 to 1902
Mr S D Pears	1902 to 1906
Mr F S Lloyd, I C S	1906 to 1910
Mr N MacMichael, I C S (Acting)	1907 (2 months)
Mr P L Moore C I E I C S	1910 to 1914
Rao Bahadur T Raghaviah (Acting)	1911 (20 days)
Mr A Y G Campbell, I C S (Acting)	1913 (3 months)
Mr E S Lloyd I C S (Acting)	1914 (2 months)
Mr J C Molony I C S	1914 to 1919
Rao Bahadur T Vijiaraghavachary (Acting)	1916 (2 months)
Mr H H Burkitt I C S (Acting)	1917 to 1918
Khan Bahadur Md Bazlullah Sahib Bahadur (Acting)	1919 (14 days)
Dewan Bahadur Sir P Thyagaraya Chetty	1919 to 1923
Dewan Bahadur V Thirumalai Pillai	1923 to 1924
Khan Bahadur Md Usman Sahib Bahadur	1924 to 1925
Dewan Bahadur O Thanikachellam Chetty	1925 (7 months)
M R Ry Sami Venkatachalam Chetty Garu	1925 to 1926
Dewan Bahadur G Narayanaswami Chetty Garu	1926 to 1928
Dewan Bahadur A Ramaswami Mudaliar	1928 to 1930
Rao Bahadur P T Kumaraswami Chetty	1930 to 1931
M R Ry T S Ramaswami Aiyar Avl	1931 to 1932
Kumararaja M A Muthia Chettiar of Chettinad	1932 to 1933

LIST OF MAYORS OF THE CORPORATION OF MADRAS FROM THE YEAR 1933 TO 1939

Kumararaja M A Muthia Chettiar of Chettinad	8-3-1933 to 7-11-1933
Mr W W Ladden	1933 to 1934
Kumararajah M A Muthiah Chettiar of Chettinad	1934 to 1935
Mr Abdul Hameed Khan	1935 to 1936
Mr K Seetamulu Naidu	1936 to 1937
Mr J Sivashunmugam Pillai	1937 to 1938
Mr K Venkataswami Naidu	1938 to 1939
Mr S Satyamurthy	1939

LIST OF COMMISSIONERS OF THE CORPORATION OF MADRAS UNDER THE MADRAS CITY MUNICIPAL ACT IV OF 1919

Mr H H Burkitt I C S	1919 to 1920
Khan Bahadur Md Habibullah Sahib Bahadur	1920
Mr T H M Bower (Offg)	1920 (2 days)
Khan Bahadur Md Bazlullah Sahib Bahadur	1920 to 1923
Mr T H M Bower (Offg)	1923 (3 months)
Mr C T Borg I C S	1923 to 1925
Mr T H M Bower (Offg)	1925 (3 months)
Dewan Bahadur J Venkatanarayana Naidu Garu	1925 to 1928
Khan Bahadur Md Zindah Sahib Bahadur (Offg)	1928 (3 months)
Mr F C Smith C I E I C S	1928 to 1930
Mr J T Hensman (Offg)	1931 (2 months)
Mr D D Warren I C S	1931 to 1934
Khan Bahadur Javad Hussain Sahib Bahadur	1934 to 1937
Dewan Bahadur R Subbayya Naidu	1937 to 1938
Rao Bahadur Dr C S Govinda Pillai (Offg)	1938 (23 days)
Dewan Bahadur R Subbayya Naidu	1938 to 1939
Rao Bahadur Dr C S Govinda Pillai	1939 (26 days)
Dewan Bahadur R Subbayya Naidu	1939 to 1940

LIST OF MUNICIPAL COUNCILLORS

DIVISIONAL SEATS

(45 SEATS)

Dn	Names of Councillors
1	Sri C Parthasarathy Naicker
2	N Sankaran
3	Mr Albert Jesudasan
4	Sri S P Jayaram Nadar
5	P M Adikesavalu Naicker, M L A
6	Mr Aziz Mohammed Ghouse
7	Dr U Krishna Rao
8	Sri M S Subramania Iyer
9	,, G Rajamannar Chetty
10	Janab K Mohammed Ibrahim
11	Sri G Rangiah Naidu M L A
12	,, S Venkatram
13	,, M Balasubramaniam
14	M Radhakrishna Pillai
15	P S Bashyam Chetty
16	Lal Das Govind Das
17	,, G Chelvapathy Chetty M L A
18	S Pakkiriswami Pillai
19	D K Kannappa Mudaliar
20	,, M Damodaram Naidu
21	T R Kothandarama Mudaliar
22	,, K Venkataswamy Naidu M L C
23	,, N Gopal Menon
24	,, P K Vinayaga Mudaliar
25	,, T G Lakshmanaswami Mudaliar
26	Mrs Rukmani Lakshmipathy M L A
27	Sri N Rajagopalan
28	C Basu Dev
29	Mrs Ammu Swaminadhan
30	Dr Syed Niyamathullah
31	Mr Abdul Hameed Khan Sahib M L A
32	Rao Bahadur C Tadulinga Mudaliar
33	Sri B Jagannadha Das
34	,, A R V Achar
35	G Janakiram Chetty
36	K Subramania Iyer
37	S V Narayana Iyer
38	Dr P B Annangarachari
39	Sri E Krishna Aiyer
40	P K Pusparaj
	RESERVED SEATS FOR ADI-DRAVIDAS
3	Sri P M Velayuthapani
18	,, K Murugasen
29	Rao Sahib N Sivaraj
	RESERVED SEATS FOR LABOUR
	(Northern Territorial Constituency)
	Sri R A Rajagopal Naidu
	(Southern Territorial Constituency)
	Sri S Parthasarathy

MADRAS CHAMBER OF COMMERCE—(3 SEATS)

Mr H G P Woodroffe
B W Batchelor
A Sinclair Rose

MADRAS TRADES ASSOCIATION—(3 SEATS)

Mr A W Hopton
,, W W Ladden, O B E
,, H B Toothill

SOUTHERN INDIA CHAMBER OF COMMERCE

Dewan Bahadur M Balasundaram Naidu, C I E

ANDHRA CHAMBER OF COMMERCE

Sri K Sriramulu Naidu

NATTUKKOTTAI NAGARATHARS' ASSOCIATION

Rao Bahadur K V Al Rm Ramanathan Chettiar

SOUTHERN INDIA SKINS AND HIDES MERCHANTS ASSOCIATION

Mr Malang Ahmed Badsha

PIECEGOODS MERCHANTS ASSOCIATION

Sri C Subramania Chettiar

ANGLO-INDIAN ASSOCIATION

Mr G C D Cruz

PORT OF MADRAS

Mr G G Armstrong O B E

S I RY AND M & S M RY

Major W S E Money

UNIVERSITY OF MADRAS

Rao Bahadur K V Krishnaswami Aiyar

ALDERMEN—(5 SEATS)

Mrs Kamala Pandalai
Sri S Satyamurthi M L A (Central)
B Daud Shaw
,, T P Meenakshisundaram
,, V Chakkarai Chetty

SPECIAL COUNCILLORS

Sri A V Raman
Lt -Col C M Ganapathy
Lt -Col H E Shortt

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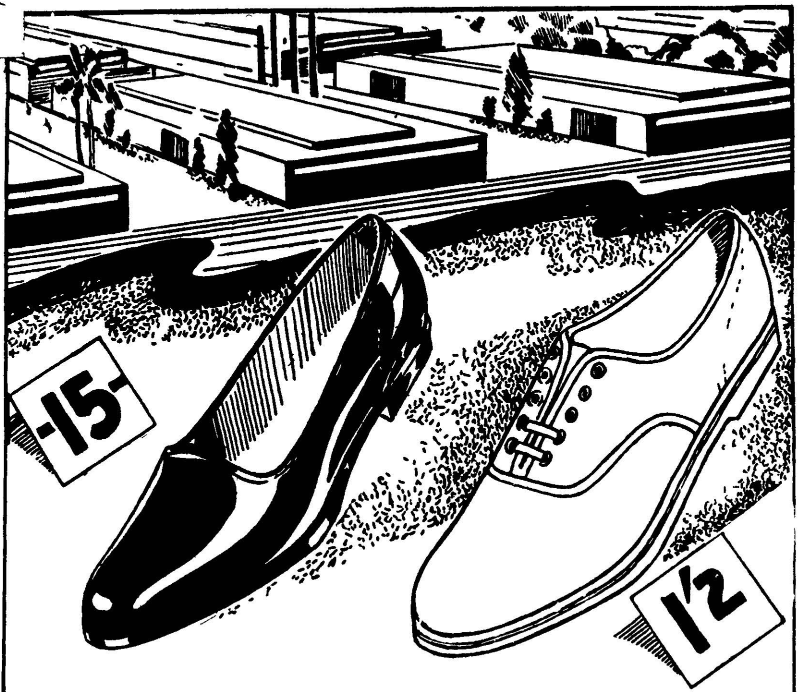

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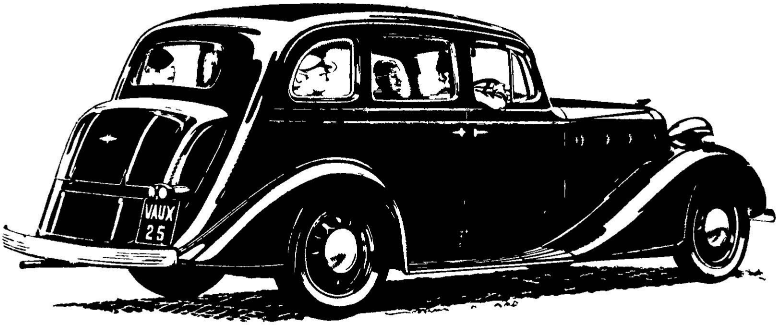

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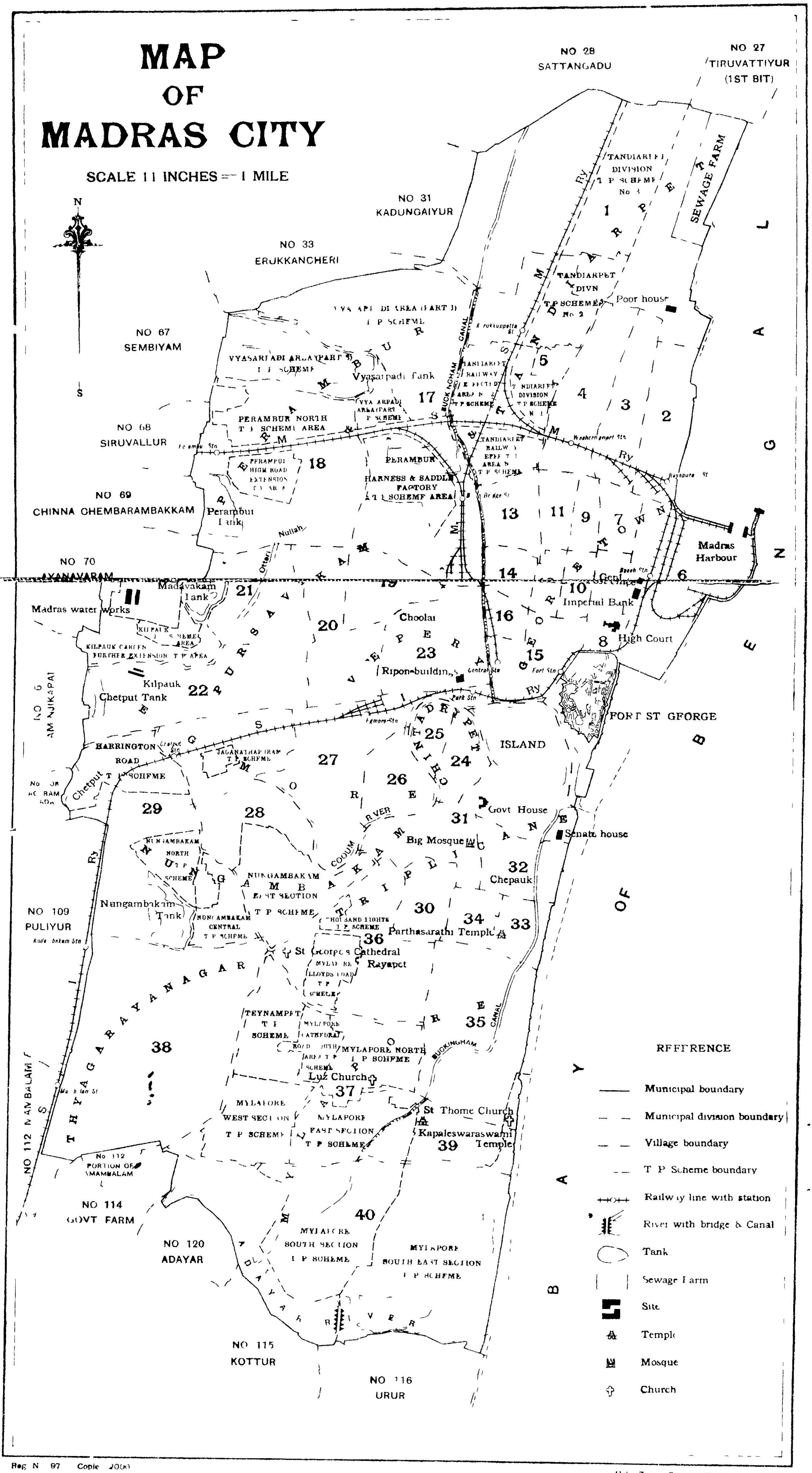

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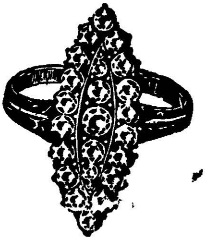

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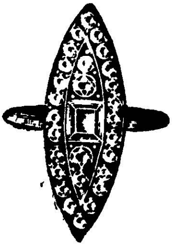

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